EXCLUSIVE INTERVIEW

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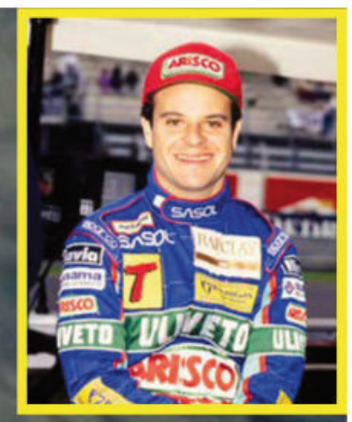

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ JULY 22 2021 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS

The happiest man in motorsport tackles the readers' posers p20

Championship tussle boils over after Verstappen and Hamilton have controversial accident

LEWIS SPARKS THE TITLE BATTLE WITH DRAMATIC BRITISH GP VICTORY

British driver overcame a 10s penalty to win

Hamilton took eighth British GP win

By Matt James

Lewis Hamilton raced to a stunning victory in the British Grand Prix at Silverstone on Sunday, but sparked a war of words with title rival Max Verstappen after a high-speed, first-lap crash.

Mercedes man Hamilton chased Verstappen from the start and the pair collided at Copse.

Verstappen's Red Bull crashed heavily into the tyre wall, while Hamilton was able to take the restart in the halted race.

The British driver overcame a 10-second penalty imposed by stewards for his part in the collision to hunt down and overtake long-time leader Charles Leclerc in the dying moments.

Red Bull chiefs were furious with Hamilton and the leniency of his censure and hit out after the event.

Hamilton's win, his 99th career victory, was taken in front of a 140,000 capacity crowd at Silverstone. The event also marked the first time grand prix racing had trialled a sprint race format on Saturday.

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THE VOICE OF BRITISH MOTORSPORT MOTORSPORT NEWS

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ROVANPERA IS A RECORD-BREAKER IN ESTONIA

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ALL CHANGE FOR KRISTOFFERSSON IN 2021 WORLD RALLYCROSS

Three-time champion's new focus p28

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COMMENT

Photo: Motorsport Images, Ben Lawrence, Toyota Gazoo Racing, World RX

Lewis Hamilton played to a packed and patriotic house at Silverstone last weekend

F1 NEEDS TO MAP OUT A FUTURE

It felt like a new beginning for Formula 1 last weekend, and in so many ways too. But let's get the elephant in the room out of the way first: *that* crash.

There will always be divided opinions and a certain bias, be that patriotic or not, but the stewards at Silverstone who – let's not forget – have access to data and telemetry that the rest of us are left guessing at made a decision. And they decided that Silverstone winner Lewis Hamilton should have a 10-second penalty for his part in the collision with Max Verstappen. That should be the end of the matter.

But it wasn't because, as so often happens in motorsport, the onlookers' views are so heavily influenced by what the outcome of any contact is, rather than the on-track culpability. That should not be the arbiter of any penalty, it should be solely judged on the actual incident itself, not the repercussions.

Hamilton's win was cheered every inch of the way by his fans, who had packed the spectator banks at the historic venue, and that is one of the reasons that last weekend felt like grand prix racing reborn. The drivers all said they had missed the fans but the atmosphere, even watching it on the small screen, was palpable.

Another sign of F1's rebirth was the first glimpse at what the 2022 cars will look like (see page 5). They look very different, but a new set of regulations always brings a visual step change. What is interesting is the promises coming out of F1 bosses that the machines will allow more overtaking that we currently see. To be frank, the cars could look ugly as sin so long as they were the cutting edge and permitted racing drivers to do the thing they are paid to do: actually race.

In this issue, we speak to a man who did plenty of F1 overtaking of his own, Rubens Barrichello. Andy Hallbery finds the Brazilian on fine form as he tackles the MN readers' questions and doesn't shy away from even the toughest posers.

The Brazilian was a teenaged sensation on his way up through the ranks, as was Kalle Rovanpera. Now a mature 20, he landed his first World Rally Championship success for Toyota in Estonia and, given the style of his second season in the top flight, it will be the first of many.

Elsewhere, Hal Ridge looks ahead to this year's battle for the World Rallycross Championship spoils and we have all the weekend's action from up and down the country. Enjoy.

Matt James
Editor, Motorsport News
matt.james@kelsey.co.uk

MOTORSPORT NEWS

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RACING NEWS

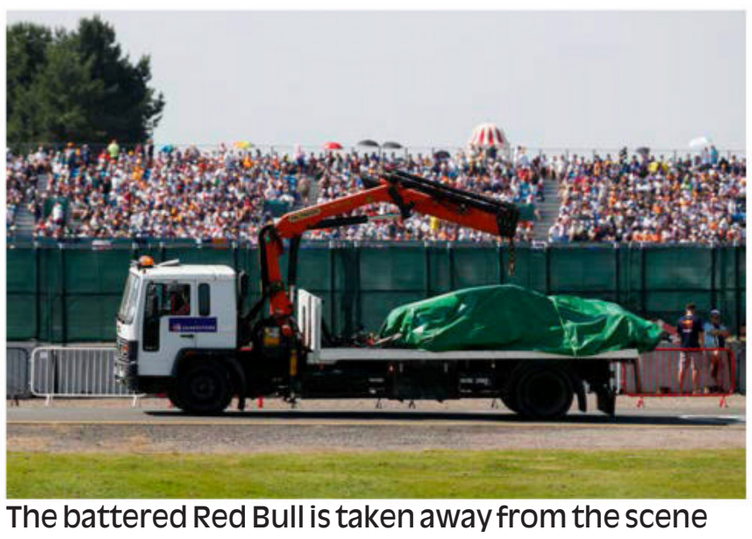
RED BULL BOSSES LEFT FUMING AFTER HAMILTON AND VERSTAPPEN'S HIGH-SPEED COLLISION AT SILVERSTONE

Marko thinks that the World champion should have been suspended from grand prix racing

Photos: Motorsport Images

Hamilton and Verstappen clashed on lap 1

Max Verstappen said the move was 'dangerous'



The battered Red Bull is taken away from the scene

By Matt James

Red Bull's driver advisor and former racer Helmut Marko thinks Lewis Hamilton should have been punished more severely for his opening-lap crash with Max Verstappen at the British Grand Prix at Silverstone on Sunday.

Hamilton and pole-starter Max Verstappen slugged it out over the opening part of the first lap before Hamilton went for the inside of the Red Bull at Copse corner. The pair made contact and Verstappen went off at high speed, recording an impact with the tyre barrier at 51*g*. The race was red flagged.

Hamilton continued in his undamaged car but was handed a 10-second penalty when the action resumed, which he served at a pitstop. Despite the delay, the Mercedes man fought back to overtake Charles Leclerc's Ferrari – also at Copse – and win his eighth British GP.

Marko was furious at what he thought was a lenient punishment for the reigning world champion.

The Austrian told German TV: "I don't know what the maximum penalty would be, but such dangerous and reckless behaviour should be punished with a suspension or something. If a competitor touches our rear wheel with his front wheel, then that's no longer a racing accident in the fastest corner of the course. It's negligent-to-dangerous behaviour."

Verstappen was taken to hospital after the impact for checks but was released later on Sunday.

The Dutchman, who has seen his advantage at the top of the points table slashed to eight points ahead of Hamilton, posted on social media: "[I'm] very disappointed with being taken out like this. The penalty given does not help us in any way and doesn't do justice to the dangerous move Lewis made on track."

Hamilton said that he thought he had pulled a legitimate move on his rival and added that he had put it to the back of his mind as he chased down Leclerc for the race victory.

"I always try to be measured in how I approach things, particularly with battling with Max. You know he's very aggressive," said the seven-time World title winner. "And then today, I mean I was fully alongside him, and he didn't leave me space. But regardless of whether I agree with the penalty, I'll take it on the chin and I just kept working. I was like 'I'm not going to let anything get in the way'."

Red Bull team boss Christian Horner backed his driver and said he found it odd that Hamilton could have taken so much satisfaction from his 99th F1 victory. "His actions have put in jeopardy another driver's safety and for me that's not acceptable," said Horner. "He was lucky not to have the same thing happen with Leclerc, as if Leclerc hadn't run wide and taken the line that he's entitled to it then the same incident would have prevailed."

The first start of the sprint qualifying race

Verstappen powered to victory after fine start from second

CAUTIOUS WELCOME FOR NEW FORMULA 1 SPRINT RACE FORMAT AT SILVERSTONE

Drivers think new format is confusing, but F1 bosses pleased with reaction

By Matt James

Formula 1's first sprint race, which took place at Silverstone on Saturday and was won by Max Verstappen, has drawn a mixed reaction although the sport's bosses say they were very pleased by the event.

The Dutchman, who had lined up in second place on the grid, jumped Lewis Hamilton's Mercedes on the run to the first corner and the positions then remained unchanged. The major focus was on Fernando Alonso, who used soft tyres on his Alpine to clamber into the top six initially and then fell back.

F1 managing director Ross Brawn said he was "very pleased" by the reaction of the fans to the new addition to the F1 weekend.

"There was lots of action," Brawn said. "People are now understanding it's a complete weekend. [It is] three days of action. And I don't believe we have diluted it at any stage; we've only added to it. We will go away and review everything, take some time, talk to the teams and drivers, discuss it with the FIA and see if there are things we can polish, but I don't think we should change anything fundamentally. I think the concept is good."

Despite winning the 17-lapper, Red Bull driver Verstappen said that the race felt odd. "What was nice was in the beginning you start with lower fuel so the cars are faster and a bit more alive," said the winner. "So that was fun as opposed to a heavy car and just slow. I enjoyed that bit for sure.

"Friday didn't feel more enjoyable. It means something, but it is not the real hype of 'I put it on pole.' And when today they said 'Great job – pole position…' But I did one-third of the race distance. And then hear I did pole. It is a bit odd."

Mercedes-Benz boss Toto Wolff said that while he backed the sprint race idea, which is due to be repeated twice more during the season in Italy and possibly in America, he urged caution about introducing the initiative to each championship round.

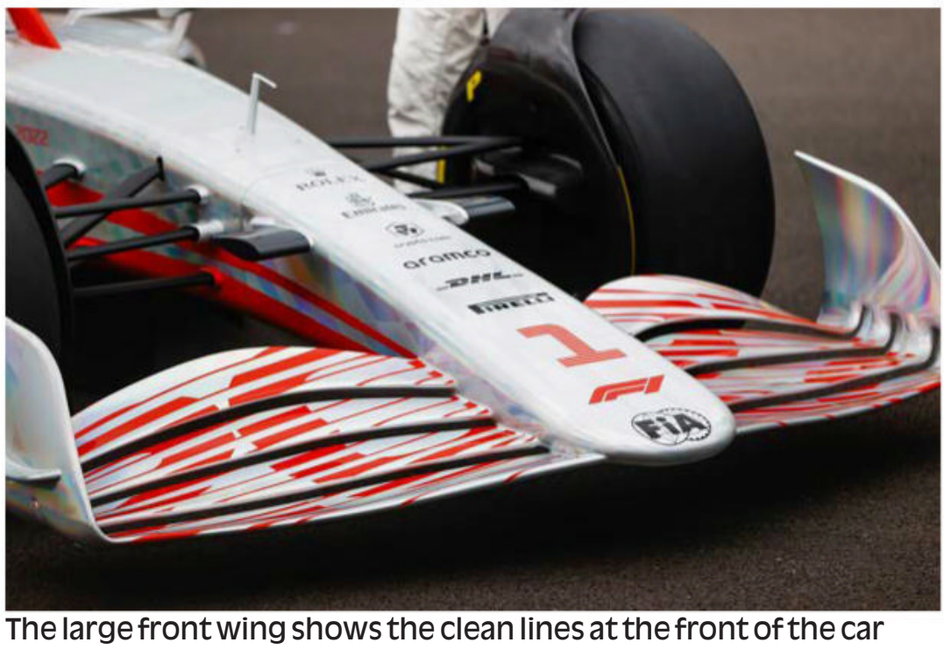
"I think it's entertaining for the crowds [at] the track," said Wolff. "A start is always interesting and good content. I don't see it at every race. I think there's too much randomness.

"If it is a kind of 'Grand Slam' for a couple or a few races, that is good because you provide some entertainment on the Saturday."

Wolff is circumspect on idea

Photos: Motorsport Images, Motorsport UK

The new-for-2022 cars are simplified



The large front wing shows the clean lines at the front of the car

Ground effect will be used and will help the cars follow each other

WRAPS COME OFF A PROTOTYPE OF F1'S 2022 RULES SHAKE-UP

Grand prix bosses show off how the future will look for the top flight

Sainz (l) and Leclerc discuss 2022

By Matt James

Formula 1 bosses gave a glimpse into the future at Silverstone when they revealed a full-scale interpretation of what a grand prix car built to the new technical regulations in 2022 might look like.

The design was taken to Silverstone and put on display for all to inspect. The new rules include new simplified aerodynamics, suspension changes, vastly different front and rear wings and, most significantly, the introduction of ground effect.

The emphasis of the tweaks to the car are to make the racing more competitive and allow cars to follow more closely behind each other, which improve overtaking chances as a result.

Drivers were able to check over the design study. Ferrari's Carlos Sainz said: "I really like the car from the front wheels but I like how aggressive it is plus the rear wing I think it looks different.

"It looks more aggressive than the current one. Also, we can hopefully improve the racing."

Team-mate Charles Leclerc said that initial running in a version of the new car on Ferrari's simulator at Maranello had already shown the drivers the differences they were expecting to face.

The British Grand Prix runner-up said: "We can already tell that is quite a different car to drive but as Carlos said it looks cool. Hopefully it will improve racing, which I think is the most important thing."

Ross Brawn, managing director of motorsports at F1, added: "There is huge excitement ahead of this new era, and while 2021 has been a great battle we still have cars struggling to follow each other during the race.

"The regulations for 2022 will address this problem and create closer battles and more wheel-to-wheel racing. The combined effect of the new aerodynamic regulations and financial rules, in the form of the cost cap, will create the conditions for a more balanced championship."

MOTORSPORT UK BOSS RICHARDS CONSIDERS FIA PRESIDENT BID

Motorsport UK chairman David Richards is considering a bid to run for FIA president later this year, having been asked to stand for the role.

The mandate of the incumbent president Jean Todt ends this year, and Graham Stoker, Todt's deputy for sport, and former rally driver Mohammed ben Sulayem have confirmed their candidacies and running mates for the December election.

Richards said: "I was asked to throw my hat into the ring, and I consider it very carefully. I wouldn't say I've ruled it out but if there's an appropriate [other] candidate that we [Motorsport UK] can support then we will."

Upon being asked if we should therefore 'watch this space', Richards added: "I've been around motorsport for all my life and I know you never say never in anything."

Richards added though that any decision on whether he runs is unlikely before October.

He said: "As far as we're concerned, Motorsport UK, we've got clear views on what we believe are the important issues of the day and what we need to see for the longer term. I wait to see how both the current candidates are prepared to acknowledge the things that we think are important and how they are going to respond.

"There's no need for us to make a decision now as to who we feel is the most appropriate candidate. I'd like to understand a little bit more about what their proposals are and discuss it with the board which we'll do probably October time."

Richards eyes top role

BROWN FORCED TO MISS SILVERSTONE AFTER TEST

McLaren chief Zak Brown was forced to miss last weekend's British Grand Prix after testing positive for Covid in the build-up to the race.

The American returned the result after a check on Thursday morning and was force to isolate. He had been scheduled to drive his own Lotus 79, the car that Mario Andretti took to the F1 crown, in an on-track demo during the weekend's celebrations.

Ahead of the weekend, Brown said: "I feel fine. I'm frustrated, because I'm double-vaccinated and I've been ultra-careful for a year and a half but it's just one of these that hits home when it gets you and you've got no idea where you've got it from."

Norris had footy scare

NORRIS MUGGED AFTER ATTENDING EURO 2020 FINAL

McLaren driver Lando Norris was lucky to escape injury after being mugged as he made his way out of Wembley Stadium following England's defeat in the Euro 2020 final 10 days ago.

Norris had attended the match as he is acquainted with a number of the England squad. He was returning to the car park when he was approached by two men who robbed him.

After a struggle, his £40,000 team-issued watch was stolen and the matter is now in the hands of police.

The team immediately issued a statement saying that Norris was unharmed but shaken, and the 21-year-old subsequently took to social media to reassure fans he was OK. "Thanks for the messages. I am doing well," he said. "I trying to make sure I am in the zone for this weekend."

COMMISSION REVEALS ITS PUSH FOR THE FUTURE

The Hamilton Commission, launched by seven-time World beater Lewis and the Royal Academy of Engineering, has formalised a list of 10 recommendations to help increase diversity in motorsport.

Hamilton launched the commission in 2020. He said: "We know there is so much that needs to change when it comes to racial equality, but it's impossible to tackle everything at once.

"Instead, we carefully chose these recommendations to ensure we have a focused approach and, more importantly, recommendations that I can take responsibility for taking forward."

Formula 1 said it welcomed the report from The Hamilton Commission and that the sport would continue to work to create a more diverse culture, with the findings to serve to "stimulate thoughts about further actions that are required."

For the full details on the report, visit hamiltoncommission.org.

Advertising enquiries: 01732 446757

RACING NEWS

Photos: Jakob Ebrey, BRSCC

Michael Igoe (18) was out at turn 1

Ferguson's Toyota couldn't continue after early-race clash damage

BRITISH GT RACE DIRECTOR DEFENDS CHAMPIONSHIP'S DRIVING STANDARDS

Daly says Donington incidents reflected bad luck but confirms face-to-face driver briefings will return

By Graham Keilloh

British GT race director Peter Daly has defended the championship's driving standards following criticism of several pilots in the recent Donington Park round.

At Donington three early-race clashes each eliminated multiple cars. But Daly told Motorsport News: "If the same incidents had happened 45 minutes into the race we wouldn't have lost so many cars. There was three drivers [culpable] out of 46 who raced.

"You can't penalise heavily because more cars are involved, it's the action [you penalise]. There was an element of bad luck; the same drivers ran at Silverstone for three hours and [had] no safety car.

"It [the criticisms] might lead me to leave some of the penalty discussions until after the race, but we'll have bad news if we take people off the podium after the event.

"But there are one or two drivers who have been warned and are on watch."

Daly also confirmed face-to-face driver briefings will return for this weekend's Spa round, after using remote briefings amid Covid's restrictions.

Will Moore's Ford Mustang at Donington was caught up in a clash between John Ferguson's Toyota and Harry Hayek's McLaren. Ferguson got a reprimand and two licence points.

Silver Cup racer Moore told MN the clash was because the "standard of driving, full stop, has been bad, especially among the Ams who seem to have quicker cars than us. We're racing with the wrong people."

Ferguson however told MN: "It's just one of those things, it was silly of the McLaren to go round the outside at the hairpin."

BRSCC RENEWED COMPETITOR STANDARD PUSH

The British Racing and Sports Car Club is having a renewed push on competitor behaviour after a perceived recent drop in standards in some of its categories.

BRSCC chairman Peter Daly told Motorsport News: "We've had a number of challenges with regards to driving standards particularly in our [Fiesta] junior championship and the knock-on effect of that is the lack of understanding of the rules, with parents attempting to take their own course of action and getting upset with the wrong officials. And we've had people going to social media which is a complete and utter no.

"We've sent a letter out to all our Fiesta Junior people to advise them that there is a way of doing this, that you are signing up to a set of regulations, we've got volunteer officials and they need respecting.

"There is a minority not adhering to sports-like behaviour. Fiesta Juniors was the main one because we had an upsetting incident, but we have challenges with other championships. My inbox seems to be filling up with post-race complaints."

Daly also identified driver briefings moving online amid Covid restrictions as a problem. "When you put all the drivers in a room, it breeds respect. It's one of the few things that we've missed with Covid, and it's one of the things that we've definitely got to bring back."

BRSCC has noted an increase in problems on and off the track

Junior boss Payne got insights that she can offer youngsters

FIESTA JUNIOR BOSS LAURA PAYNE BENEFITS FROM DEBUT RACE RUN OUT

Fiesta Junior coordinator Laura Payne has benefited from her racing debut in the CityCar Cup double-header supporting the recent Donington Park British GT round.

Payne in her Citroen C1 finished race two after retiring from race one via sustaining damage on an Esses' kerb. She got the opportunity to compete in the entry-level category as a thank you for transforming Fiesta Junior grids.

Payne told Motorsport News: "I had a really good time and I'm so grateful to be here. I did get cross with myself like any proper racing driver would because I knew I could do quicker times.

"I'm glad I did it and the whole point of me doing it was so I can understand where my drivers are during a race. I can talk juniors through the ARDS process and what you go through in that first race meeting.

"And [I can tell them] don't worry about what other people think. I learnt that as long as you reach your own targets that's the main thing.

"I will [do more racing], I've just to have more seat time to get better."

TWO ADDED FOR BRITISH GT SPA ROUND

Two entries have been added to British GT's line-up for this weekend's Spa-Francorchamps meeting.

Leipert Motorsport will make its first appearance in the championship since 2012, with single-seater graduate Brendon Leitch and former DTM Trophy racer Fidel Leib sharing the team's Lamborghini Huracan GT3.

The Silver-Am driver pair with Leipert race finished third in the 24H Series' Hockenheim round in May.

FF Corse meanwhile returns to British GT and with it revives the GTC class for one-make 'Cup' cars, with its Ferrari 488 Competizione Evo to be shared by Omar Jackson and Charlie Hollings.

The team in last year's Silverstone 500 made its first British GT appearance since 2016 with Jamie Stanley and Laurent de Meeus driving.

This weekend its Ferrari Challenge Europe Pirelli Trofeo Am driver Jackson will make his British GT debut while Hollings is a familiar British GT face having made many race-by-race appearances stretching back to 2008.

Leipert Motorsport's strong 24H Series duo join British GT at Spa

Whitmore used to watch at gate

WHITMORE'S BRITISH GT "DREAM COME TRUE"

Dave Whitmore is "living the dream" in British GT after finishing fourth in the GT4 contest at Donington Park in his Ciceley Motorsport Mercedes-AMG.

Former Mazda MX-5 and Compact Cup racer Whitmore after three British GT4 races with Century Motorsport last year now races full-time paired with 2014 GT4 champion Jake Giddings. At Donington, despite a penalty for a too-short pitstop then a spin, Whitmore and Giddings finished just 11 seconds shy of third.

Whitmore told MN: "It's a dream come true. [In] 1993 British GT started, and my grandad took me to Oulton Park, [we] stood at Lodge where you can see through the gate, we couldn't afford a ticket in.

"Lo and behold here I am today – God rest my grandad he's not here – and living the dream with Ciceley Motorsport and Jake Giddings. I'm a proper Am, when you look at my data, but the team, Jake, have got hold of me, shook me about and turned me into a good driver in one of the best championships in the world, against some of the best drivers."

RACING NEWS

Photos: Motorsport UK, Amy Lentz Photography, W Series, Jakob Ebrey

Motorsport UK has modernised

Richards (c) and Hamilton officially opened the new HQ last week

MOTORSPORT UK CHIEF OUTLINES GOVERNING BODY'S "RADICAL CHANGES"

Richards says he has streamlined "the last of the old-fashioned sporting bodies" since taking over in 2017, as well as has changed its focus and made it more diverse

By Graham Keilloh

Motorsport UK chairman David Richards has outlined the vast changes made to the UK's governing body since he took on the role at the then-Motor Sports Association in 2017.

Richards said: "We've done some fairly radical changes on the way motorsport in the UK is structured. I always likened it to the last of the old-fashioned sporting bodies when I came. They had a motorsport council consisting of about 56 people so to get anything done you had to get these 56 people to agree everything. And the board of directors were subservient.

"So we changed it all round; we're streamlined. We have 11 people on our board. The board is very diverse, four are female, [there was] not one single female member of the board when I took over. Karun Chandhok is the youngest member of the board ever at 37 years old. The council I've changed to work in an advisory role.

"Our job is to promote motorsport and make it as open as it possibly can be. Our licence holders are our customers, we're looking at how we can enhance value."

Richards spoke after Lewis Hamilton officially opened Motorsport UK's new headquarters at Bicester Heritage last week. Richards added: "The move here is part of that cultural change. It's a very practical open office space, it's been designed for a new era of conference calls and Zoom meetings."

Richards also presented Hamilton with the Hawthorn Memorial Trophy for Formula 1's most successful Commonwealth driver annually, the 11th time Hamilton has won it.

BILINSKI UNSURE WHEN HE CAN GET BRITISH F3 RETURN

Roman Bilinski is unsure when he can make further BRDC British Formula 3 appearances after a strong recent category debut at Donington Park with Arden.

The 17-year-old Carlin British Formula 4 racer in a one-off British F3 outing took a fourth and two fifth places across Donington's triple header.

He told Motorsport News: "Coming into this weekend we've had no testing so to jump in and be quite competitive is pretty good. The team's been really good, I've had my team-mate [Alex Connor] pushing me really hard, so I've made big steps this weekend.

"There's a lot more downforce [than on an F4 car] which plays a big part; different tyres, we're on the Pirellis now, there's a different procedure for warming up. I got to grips with [the car] pretty quickly which is always a good thing. It's a mega car to drive so it's really cool.

"I'd love to do more [British F3 races] but it's not so much down to me."

Bilinski made strong F3 debut

Pre-season favourite Simmons says he is "playing catch up"

SIMMONS LAMENTS HIS TESTING TIMES

BRDC British Formula 3 racer Ayrton Simmons has lamented his lack of pre-race testing as he reflected on his latest frustrating meeting at Donington Park.

At the season's outset, Simmons looked a strong potential title contender with Chris Dittmann Racing and won 2021's Brands Hatch season-opener race from pole. But he has since struggled for results and sits seventh in the table over 100 points off the summit. At Donington he could only bag two eighth places.

Simmons told Motorsport News of his weekend: "Another one to put in the bin. At the moment our testing programme isn't very big if at all, and we're showing up playing catch up since Practice 1."

Simmons added that, with this, the Spa round this weekend should suit him: "We know exactly where we need to work on and Spa is a track that we've proven to be very quick before. It's a place where not a lot of people can test, not like here [Donington] or Silverstone.

"We showed at Brands that when people don't have much track time we had a much better chance."

HORSTEN HOLDS HANDS UP AFTER TEAM-MATE CLASH

Bart Horsten was contrite after colliding with his BRDC British Formula 3 Hitech GP team-mate Reece Ushijima at Donington Park 10 days ago, resulting in title-chasing Ushijima retiring from race two.

Horsten for his part in the Goddards collision was disqualified from the race plus got a five-place grid drop for race three.

Horsten told Motorsport News: "I made a mistake. Certainly the incident was more on me. On a track like this in aero cars it encourages difficult overtakes.

"We were both fighting for position on quite a tight piece of track. Definitely the contact was initiated from my input within the car and it had a bigger effect on Reece. It's not great for the team but it's a real testament to how strong the team is as a unit, being able to move forward from that. We've got a really good bond here at Hitech."

Horsten (50) collided with Hitech GP team-mate Ushijima (13)

IN BRIEF

Lucas fundraiser

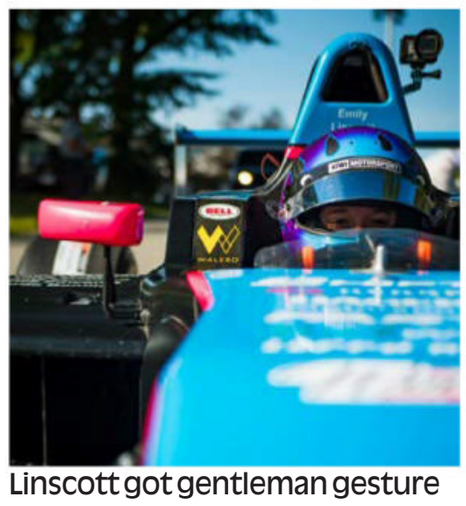
Amigo Motorsport has set up a fundraiser to help the family of Angela Lucas, who died in a Citroen C1 Challenge accident at Snetterton earlier this month, build a memorial to the racer. As MN went to press it had raised more than six times its £1000 goal. You can donate at: gofundme.com/f/memorial-fundraiser-for-c1-racer-angela-lucas.

750MC opportunity

The 750 Motor Club is looking to recruit a new competitions assistant. The role, based at Donington Park, will include attending races, dealing with telephone enquiries, preparing championship points tables and being the key point of contact for officials. More detail including how to apply is on the club's website.

Gentleman generosity

British racer Emily Linscott had her Formula 4 United States championship campaign rescued by a generous "gentleman driver" who, after Linscott's engine let go in Mid-Ohio practice, wrote a cheque for a new unit there and then. Linscott said: "Pippa [Mann, mentor] and I both cried when he gave us the cheque, we were so stunned that he wanted nothing more than to help."



Linscott got gentleman gesture

Pulling is "over the moon"

PULLING MAKES W SERIES DEBUT AT SILVERSTONE

British Formula 4 racer Abbi Pulling made her W Series race debut last Saturday supporting the British Grand Prix at Silverstone.

The 18-year-old competed for the PUMA team and raced on the same grid as her mentor Alice Powell. Pulling took part in W Series' May pre-season test at Anglesey and is the championship's reserve driver.

Pulling said: "I'm over the moon and I want to show people what I can do. I've never been to the British Grand Prix weekend before and I can't even begin to imagine what the atmosphere will be like. It will be something that will stay with me forever."

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RACING NEWS

Photos: Toyota Gazoo Racing, mcklein-imagedatabase.com

Rovanpera landed his first WRC win

Latvala (c) was happy to see his record pass to winner Rovanpera (r)

LATVALA SAYS ROVANPERA NEEDS TO BUILD EXPERIENCE TO RAMP UP THREAT

Record-breaking driver lauded by boss for Rally Estonian-winning performance

By Graham Lister

Jari-Matti Latvala is convinced that Kalle Rovanpera can keep winning in the WRC following his breakthrough triumph at world level in Estonia last weekend – but not immediately.

Rovanpera, 20, broke driver-turned-Toyota team boss Latvala's record as the youngest winner of a World Rally Championship event when he beat Irishman Craig Breen to victory in the Baltics.

"It's the first of many," Latvala said. "But there are still a few events he has not done and there are events where he might need a little bit more experience. But I am sure there will be events like Rally Finland where he will be fighting for the victory."

Rovanpera, whose factory Toyota Yaris WRC was co-driven by Jonne Halttunen, took 34 attempts to claim his first WRC win aged 20 years, nine months and 17 days. Latvala was 22 years, 10 months and seven days when he won Rally Sweden in 2008 on his 54th top-level start.

Latvala had been expecting this moment to come since late last season prior to him taking on the Toyota team principal role.

"You could feel it's coming and I said at the beginning of this season there are two events that Kalle has a high chance to take the victory: Arctic Rally and Rally Estonia. He was in a very good speed on the Arctic Rally but, unfortunately, the car wasn't exactly set-up-wise on its best and he couldn't really in the end fight for the victory.

"But after four quite demanding rallies for Kalle, his motivation was 120% and you could see that he was really committed from the shakedown onwards."

Latvala broke the youngest winner record set by his hero, Henri Toivonen, when he won the 1980 RAC Rally aged 24 years, two months and 25 days.

"I was really happy he was breaking my record because we can keep the Finnish tradition being the youngest-ever winners in the WRC," said Latvala.

Rovanpera also became the first son of a WRC winner to claim victory. His father Harri, who was at the finish in Tartu last Sunday to celebrate Rovanpera Jr's victory, took his one and only triumph in Sweden 20 years ago.

YOUNGEST WINNERS

WRC

DRIVER (NAT)	AGE AT FIRST WIN
Kalle Rovanpera (FIN)	20 years, 9 months, 17 days
Jari-Matti Latvala (FIN)	22 years, 10 months, 7 days
Henri Toivonen (FIN)	24 years, 2 months, 25 days

Q&A: Kalle Rovanpera

Youngest WRC winner on crying fathers and keeping calm

How are you feeling now it's all sunk in?
"The feeling is really, really good. We have done a lot of work to be in this position and this weekend was a really nice fight with Craig [Breen]. I have to say he was pushing me really, really hard on Friday so a really, really big drive from him also."

What was the feeling like heading towards that flying finish knowing the win was yours?
"When we finished it was a really big relief, you feel the pressure releasing a bit. Of course it's a really nice feeling at that point and it feels good."

What does breaking Jari-Matti Latvala's record mean to you?
"I don't really think about records that much. But of course it was nice when Jari-Matti came to me and said he wanted me to be the guy who is taking the record."

Was it always calm inside the car or were there any anxious moments?
"I didn't want to take any big pressure from it. I just wanted to drive and also aim for the best place and just let it comes when it comes, if it comes."

Any tears of emotion?
"I don't think so, I think Dad was doing that part quite well."

Hyundai's Neuville was censured for going too fast on road

TOO-FAST NEUVILLE IN HOT WATER FOR SPEEDING

Thierry Neuville was handed a one-rally suspended ban and fined €2500 (approximately £2145) after getting caught speeding on a Rally Estonia road section.

Neuville was clocked at 190kph in a 90kph limit as he rushed to the start of SS23 following a delay caused by a starter motor issue on his Hyundai i20 Coupe WRC.

The factory Hyundai driver was told that exceeding the speed limit by 30% would result in the suspension being enforced with immediate effect. He was also reminded that obeying the speed limit is one of the FIA's Action for Road Safety golden rules."

CO-DRIVER BARRITT INJURED AFTER HEAVY LANDING IN ESTONIA

British co-driver Dan Barritt was ordered to rest by doctors after a heavy landing forced him and driver Takamoto Katsuta to withdraw from Rally Estonia and sacrifice a possible second-consecutive podium.

Katsuta had just moved into third overall after going third quickest on the fourth stage, but parked his Toyota Yaris WRC on the road section heading to SS5 when Barritt complained of neck pains following a heavy landing on the previous run.

"On stage four there were a lot of jumps, we had pretty hard landing on a few," Japanese driver Katsuta explained. "Dan had a pretty bad feeling from the neck so went to hospital to check. I really hope he will be OK."

Katsuta and Barritt arrived in Estonia after finishing second on last month's Safari Rally in Kenya, their best result together.

"I was trying to improve step by step and we were third overall," said Katsuta. "I had the confidence to even get higher but after that we decided to stop on the road section. Dan feels disappointed but it's part of the game."

Mind the bumps: Katsuta's co-driver Dan Barritt was order to rest

WHEELS COME OFF HYUNDAI'S WRC2 CHALLENGE

Hyundai Motorsport's WRC2 challenge lasted four stages on Rally Estonia with Jari Huttunen and Oliver Solberg both retiring from the event early on.

A heavy landing by Solberg and Irish co-driver Aaron Johnston on SS3 left their i20 R5 with irreparable engine damage, while Huttunen crashed out on SS4 having topped the WRC2 times on SS1 and SS3.

Hyundai team chief Andrea Adamo said: "It was a short rally with few positives.

"We know the speed and potential these youngsters have but to have a double retirement with terminal car damage is not why we come rallying.

"These are important lessons to learn."

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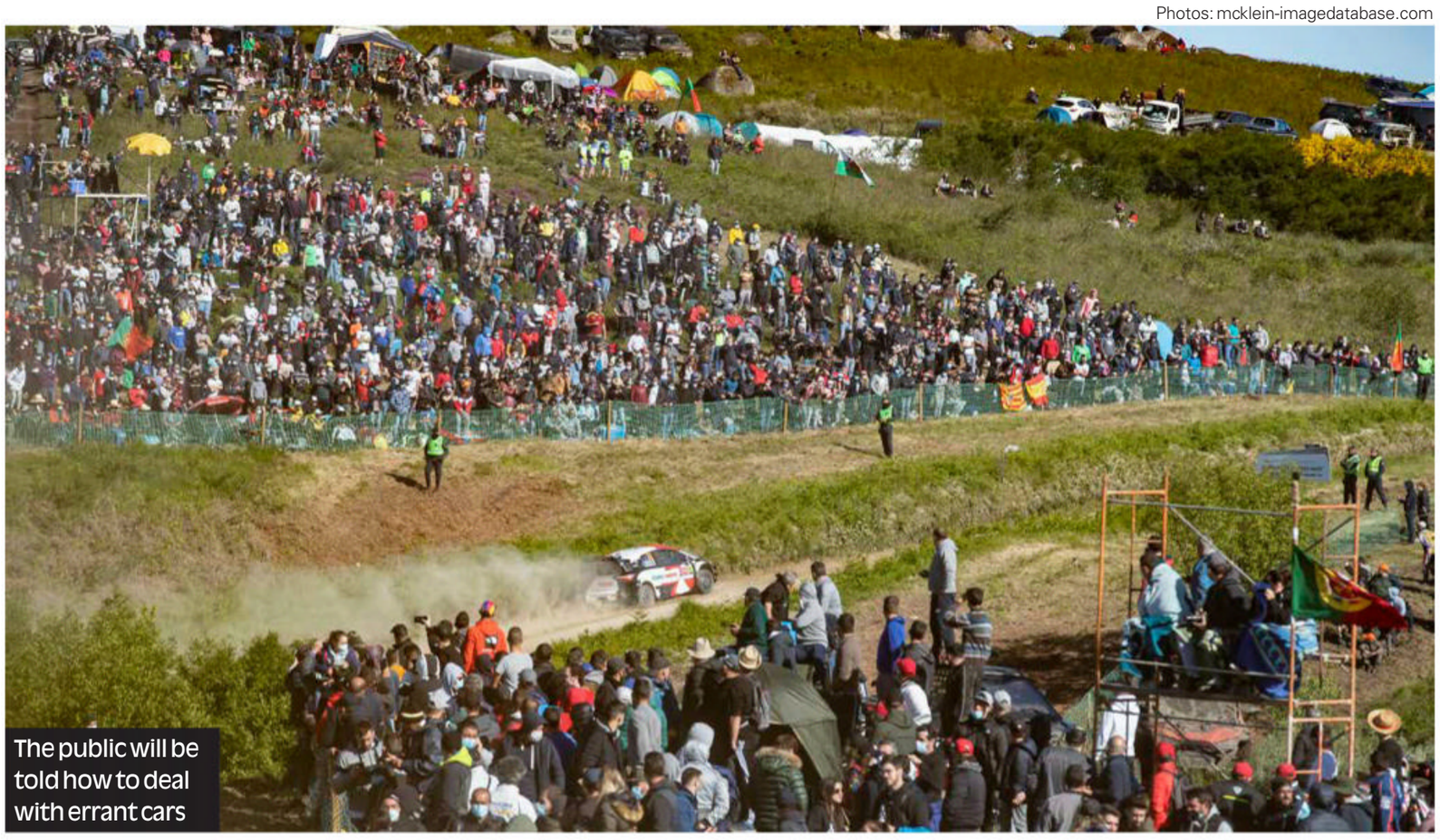
RALLY NEWS

WRC FANS TO BE TAUGHT HOW TO AVOID HYBRID SHOCK RISKS

Photos: mcklein-imagedatabase.com



The public will be told how to deal with errant cars

Education for stage-side spectators on how to deal with stricken 2022 machines

By Graham Lister

Fans attending World Rally Championship events from 2022 will be given electric safety training.

A list of dos and don'ts is being developed by the FIA to help reduce the risk of electric shock in the event of cars stopping on stages when the hybrid-based Rally1 era begins next season.

Rally1 technical rules require a series of audible and visual warning devices to be fitted in all cars to alert anyone approaching a stranded car whether it's safe to do or not. Warning lights on the front and sides of cars will be green if there is no risk of electric shock, or red if there is a risk. A buzzer will also sound if a red light displays.

According to the FIA, "these measures have been taken to protect all those on stages from any electrical risks. Also, a briefing programme using many of the principles and protocols incorporated into the electric safety training programme that is utilised in other FIA categories, such as Formula 1 and Formula E, and modified to be relevant in a rally environment, is currently being developed by the FIA Safety Department to provide essential guidance for all FIA volunteers and officials".

British firm M-Sport became the first team to officially reveal its Rally1 contender for 2022 when it launched the Puma Rally1 at the Goodwood Festival of Speed earlier this month. Hopes of a UK round of the WRC depend on efforts by the Rally Northern Ireland organisers to secure government funding.

QUESTION MARKS ON RALLY JAPAN

There's still no certainty that Rally Japan will go ahead as planned from November 11-14.

The all-Tarmac event is due to close the 2021 season but Covid-19 restrictions, including strict quarantine rules, means Japan's return to the WRC for the first time since 2010 is unclear. But Yves Matton, the FIA's rally boss, isn't giving up hope.

"It's challenging but the feedback I have from the sporting task force that is working with the local promoter and organiser demonstrates they are working really hard to achieve it," Matton said. "Things are going in the right way, but the country has its own rules. And while these rules must be respected, there is nothing to make us think the rally will not happen at this moment.

"The Covid protocols at the Olympic Games will give us interesting insights on the application of these processes for the WRC round."

FIA SET TO KEEP WRC MAINLY IN EUROPE FOR THE SHORT TERM

Covid-19 restrictions mean adding more overseas events to the 2022 World Rally Championship schedule is unlikely.

Japan and Kenya are two non-European events among the nine confirmed rounds for next year with Rally Northern Ireland chasing one of the four spaces up for grabs.

Although an even split of European and other events remains the FIA's long-term target, a more Europe-focused calendar is likely for the short term, which would help Rally Northern Ireland's cause as it seeks a date on next year's roster.

"We will try step-by-step to come back towards our pre-pandemic strategy of moving towards a ratio of 50-50 in the future," said FIA rally head Yves Matton. "But we do have some constraints to overcome linked to the global health crisis, such as the ongoing travel and border restrictions.

"We also have to consider the introduction of Rally1. It would be difficult for the manufacturers for overseas events to be added in the first part of the season at a time when these cars will still be very new."

Sticking to a European-heavy WRC schedule for 2022 would rule out countries such as Argentina, Chile, Mexico and New Zealand from returning to the sport's top tier.

Safari Rally was one of a few long-hauls in the near future

McErlean: Canaries, 2020

McERLEAN AIMS TO BUILD ON CONFIDENCE ON ITALIAN OUTING

Josh McErlean plans to use the experience he gained contesting Rally di Alba in Italy last month when he returns to the European Rally Championship in the country this week.

McErlean, who turned 22 on July 16, finished third on the Italian regional event in a Hyundai i20 R5. His outing on Rally di Roma Capitale from July 23-25 marks his first ERC start since November's Rally Islas Canarias.

"It's great to be back in the ERC," said the Motorsport Ireland Rally Academy-supported driver. "We've done some good miles since then and hopefully we can show some good speed and perform at the European level.

"There's no specific target, it's just to keep on building the momentum and pace we had on Rally di Alba. The Italian Tarmac is broken in places but then smooth on the main roads, but Alba was good for setting up the car, [and] a good confidence boost for myself and the team and for getting into the groove."

McErlean, who will be co-driven by Keaton Williams, is one of four Irishmen contesting Rally di Roma Capitale, which begins with a stage in the centre of Rome on Friday evening. Craig Breen, Callum Devine and Pauric Duffy are also entered for the third round of the ERC season.

Breen moved up to sixth in the standings by finishing second on Rally Liepaja earlier this month. Devine non-scored in Latvia after damaging the right-rear of his Ford Fiesta Rally2 hitting a hidden rock on the second leg.

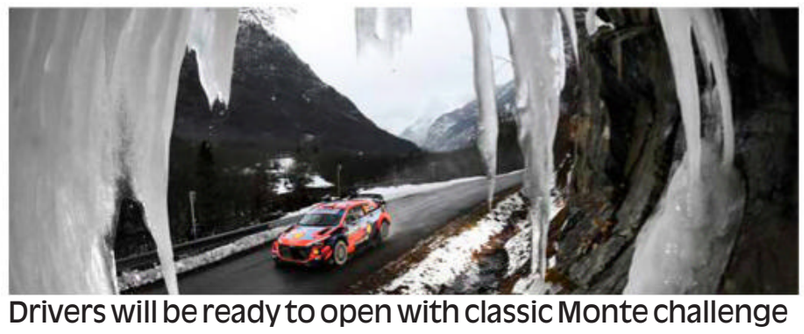
MONTE CARLO TO RAISE THE CURTAIN ON NEW WRC ROSTER

The 2022 World Rally Championship season will kick-off as planned with the Monte Carlo Rally in late January.

Yves Matton, the FIA rally department director, has said there is no reason why the new-generation Rally1 cars from Hyundai, M-Sport Ford and Toyota won't be ready for the season-opener, which is set to run from January 20-23.

"I have to say things are working in the right direction – the testing is going well and the manufacturers are following their schedules," Matton said. "There have been some delays but we strongly believe there is nothing that can affect these cars being ready for Rallye Monte-Carlo in January."

Matton has also praised M-Sport for becoming the first team to show its 2022 challenger, the Ford Puma Rally1, at the Goodwood Festival of Speed. The Belgian said of the Cumbria outfit's efforts: "We congratulate [M-Sport] for their endeavour and achievement."



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- 1964 Lotus Cortina
- 1976 Porsche 911 Carrera 3.0 Rally Car
- 1988 Porsche 944 Turbo SE Race Car - Ex-Tiff Needell / Richard Attwood
- 1974 Triumph TR6 Rally Car (MSA)
- 1985 Ex-Works 'Group A' Toyota Supra Raced by Barry Sheene
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RALLY NEWS

Cave: happy with speed

CAVE TARGETS TRACKROD BRC RETURN

Tom Cave is targeting a British Rally Championship return on the Trackrod Rally in late September after sealing a close second behind Matt Edwards on the recent Nicky Grist Stages.

Cave entered the second BRC round as a one-off in a Ford Fiesta Rally2 but is keen to feature more throughout the year.

Cave told MN: "I think I will be back out. I don't think you'll see us in Scotland [for the Grampian Forest Rally] but we'll try and do the Trackrod at the end of September.

"It's an event I've always enjoyed and it would be great to go back there in a proper Rally2 car. It's been good to be back, there's been some really strong competition and Matt's put on a really good performance so well done to him and [co-driver] Darren [Garrod]."

Cave missed out on victory by just five seconds and, although frustrated to come so close to winning, he was pleased with the pace he'd shown given his last rally before the Nicky Grist came 17 months earlier.

He said: "[In the] morning I couldn't get the balance but we worked on it, decided to change the set-up and then we sort of found it in the first run in Halfway [in the afternoon] which was effective in the time. It's just great to be back.

"I think we've shown that we've still got it."

Photos: Black Mountains Media, Chicane Media, Jakob Ebrey

Mellors had a dramatic landing

MELLORS DESCRIBES HIS MONSTER NICKY GRIST STAGES CRASH

Iriz R5 took the impact but Proton man unlikely to contest next BRC round

By Luke Barry

Ollie Mellors has told Motorsport News he is targeting a return to action in September following his dramatic crash on the Nicky Grist Stages.

Mellors launched into the air and nosedived over a crest just a few hundred metres into the first stage, spectacularly rolling out of the second round of the British Rally Championship. While he emerged unharmed, co-driver Max Freeman was kept in hospital overnight with a broken foot.

The car was soon stripped down to assess the damage, while a new Iriz body shell has already been taken to the body shop. Mellors told MN: "Everything's pretty much salvageable apart from the panels.

"The engine looks to be OK, transmission looks to be OK, all the dampers and everything are alright. The front-left got ripped off so it needs a front-left corner on it, but other than that a lot of it's salvageable. The rollcage has taken quite a hammering but it's done what it's supposed to do, it's only bent in one place."

Describing the accident, which he confessed was "probably the biggest" of his career, Mellors said it spawned from a mistake on the recce. "I'd been debating if it was flat or not, and I had it so we kept right in on the right-hand side of the jump," he said. "We'd watched quite a few in-cars and things and it didn't seem to jump that high. I thought 'it'll be fine'.

"I didn't lift, kept it flat all the way in fifth from the start and then hit the jump and, partly my fault, I lifted which is why then the nose started to go down and also the take-off was a bit of a kicker so it started to kick the back-end up. And then all I saw was the ground coming, and it seemed to take forever for it to come down."

Despite both car and driver surviving that ordeal well, Mellors won't be at the next round of the BRC – the Grampian Forest Rally – because "it's going to be pretty much borderline if we make it on time and I don't want to rush it."

He added: "The championship for us is pretty much knackered so my plan is to miss the Grampian, do the Three Shires and then I'm going to try and do the Trackrod because it's probably my best shot at having a good result. We'll go from there and decide what we're going to do."

BOGIE CLOSE TO SCOTTISH HISTORY

David Bogie could make history this weekend if he wins the Scottish Rally, as victory would move him above Roger Clark as the event's all-time record winner.

The Scottish used to tour the entire country but in modern times has been based solely in Dumfries and Galloway. Bogie, who hails from Dumfries, will lead the field away on the 75th edition in a Mini JCW WRC from McGeehan Motorsport.

Bogie told MN: "Make no mistake I'm not comparing myself to Roger Clark and I'm not comparing the rally today to what it was all those years ago, but it's nice, it is a way to make history on paper. But again, I'm under no illusion, it's not like for like. But that's not in my control, rallying has changed a lot but the Scottish Rally being based in Dumfries, to have a record like that would be pretty cool."

Bogie had flirted with the idea of entering the rally in a Volkswagen Polo GTI R5, but instead opted for the Mini which he used the win the 2019 Galloway Hills Rally. He explained: "I'm not going to get the chance to test the car until Friday, the shakedown stage, so it's a car I'm more familiar with. I've got no doubts the Volkswagen is a good car and I've got no doubts that Melvyn Evans Motorsport is a fantastic team to work with but just if there was anything I wasn't happy with at the test – differentials, or dampers, springs – it doesn't leave much time before the rally."

The Scottish is a round of both the Scottish Rally Championship and BTRDA Rally Series and has therefore attracted a quality entry.

Likely frontrunners include Scottish points leader Freddie Milne (Ford Fiesta R5), BTRDA leader Elliot Payne (Fiesta R5) and Josh Moffett (Ford Fiesta WRC) among several others.

BLACK'S "OUT-OF-BODY EXPERIENCE" RETURNING FROM RALLY BREAK

Callum Black has described his first stage back rallying in two years as "almost like an out-of-body experience".

Black, who finished second in the BTRDA and seventh overall in a Ford Fiesta R5 on the Nicky Grist Stages, hadn't driven an R5 since 2017 or done any kind of rally since 2019.

Describing his first stage, Black told MN: "To be honest I scared myself on launch control, I forgot how fast the thing was so I'm trying to chuck a few gears at it and honestly for the first half of the stage it was almost like an out-of-body experience where you're not really computing it, your instinct takes over and I found myself almost thinking 'oh I'm driving this car' as opposed to just driving it.

"It was a bit strange but by the second half of the stage I was listening to the pacenotes, driving the car and enjoying it. I was a little bit surprised at the times to be fair, I didn't think I drove very well.

"I can definitely drive a lot better than what I did so that in a way bodes well for the rest of the year as there's a lot of time left in me."

Black's first opportunity to prove that is this weekend's Scottish Rally where he is targeting the BTRDA victory.

Black finished second in the BTRDA Series event in Wales

Injury has forced Dylan Davies onto the 2021 sidelines

BTRDA CONTENDER DYLAN DAVIES TO MISS SCOTTISH RALLY

After missing the Nicky Grist Stages through injury, Dylan Davies will also miss the next round of the BTRDA Rally Series: this weekend's Scottish Rally.

Davies was involved in a road traffic accident a week before the Nicky Grist and, with his injuries taking "at least a month" to heal, he's been ruled out of the second round of the series as well.

Davies told MN: "It's not the best but it could be a lot worse couldn't it? With the Scottish and the Nicky Grist gone it's kind of ruined any chance of anything this year. The only thing I might maybe have a chance with is the Welsh championship [as I've only missed one round] and the next one isn't until September.

"The only problem is I'll have to score pretty high and I'm going to be two rallies behind the regulars in terms of seat-time," Davies added. "It won't be easy because there's so many of them there. Looking at the entries, one mistake could be the difference between first and fifth which is obviously very good for the sport, it's what we need isn't it?"

Davies' Skoda Fabia R5 will still be in action this weekend however as BTRDA rival and Scottish championship contender Garry Pearson has

RALLY NEWS

Tohill was a winner again

TOHILL MAKES IT A DOUBLE WITH MONDELLO SUCCESS

Following victory in the second round of the British Rallycross Championship 5 Nations Trophy at Lydden Hill in May, four-time Irish Rallycross champion Derek Tohill claimed the win in the opening round of the Irish series at Mondello Park 10 days ago.

Racing his OlsbergsMSE-built Ford Fiesta, Tohill dominated the event, setting the fastest time in each of the three qualifying sessions, before winning both the Supercar final and Superfinal.

The Supercar final required a restart. Declan Kelly and Derrick Jobb were the only other finishers, the same trio claiming the podium positions in the Superfinal.

Alan Crockett won the Modified final with his Vauxhall Corsa ahead of Philip Kelly's Toyota MR2, but it was Kelly who finished as the top two-wheel-drive runner in the Superfinal.

Loughlin Farrell won the Junior final, Jake O'Sullivan won the Buggy final with his Semog machine and Michael Ryan won the Ford Fiesta Zetec category.

NEW IRISH RALLY COMPETITOR GROUP FORMED

Fresh initiative aims to approach governing body as a unified voice to seek change

Photos: Jakob Ebrey, Tom Banks, Sean Hassett

Competitors will use new group

By Jason Craig

A new body has promised to give rally teams, drivers and co-drivers in the Republic of Ireland more of a say into the running of their discipline.

Known as the Irish Rally Competitors' Group, it will be headed up by historic exponent and National Rally champion, Luke McCarthy. In time, more posts are set to be filled, with membership numbers said to be well over 700 following a series of successful online meetings.

The group has been set up following claimed failed attempts by a number of motor clubs to try to initiate positive change with Motorsport Ireland.

It says there are "several items which pose a serious threat" to rallying across Ireland, with one of these believed to be the recent significant hike in entry fees due to coronavirus.

A spokesperson for the Irish Rally Competitors' Group said: "Our aim is to bring the voice and opinion of the competitor directly into the debate by making direct representation to those at Motorsport Ireland by sharing views directly with the club network.

"Our aim is to protect the future of the sport of rallying, drive better communication, seek transparency and assist with making the sport sustainable for all competitors at all levels into the future."

Despite Motorsport Ireland releasing a calendar of provisional dates for non-gated rally events back in May, there is still no firm timeline for when rallying will return. As part of its original plans, Motorsport Ireland had hoped that as many as 11 stage rallies could run between late July and the end of November.

IRISH TARMAC ORGANISERS AIMING FOR 2022 CHAMPIONSHIP

Bosses of the Irish Tarmac Rally Championship have vowed to make "every effort" to return next season with a full calendar.

The championship was cancelled this year due to coronavirus, making the 2020 Galway International Rally the last points-scoring event to take place some 18 months ago.

Following a recent executive meeting of all Tarmac Rally Organisers' Association (TROA) representatives, ITRC manager Paddy Flanaghan said: "All member clubs confirmed that they would be running events in 2022, beginning with Killarney Historic in December this year. Whilst it is the intention to run a full championship in 2022, there are many variables that are out of the control of the organising clubs and TROA.

"There are many factors to consider, especially the financial tightrope most motor clubs would experience with a last-minute cancellation," he added. "We will also have to wait for further updates from Motorsport Ireland, government and Sport Ireland.

"But just to reiterate: TROA and all its member clubs will make every effort to run a full championship in 2022."

Northern Irish Tarmac runners will be back in 2022

A new review has determined that rallying will continue

WELSH RALLYING RECEIVES SUSTAINABILITY BOOST

Motorsport UK will continue to work closely with Natural Resource Wales to ensure a sustainable future for rallying in the Welsh forests following a consultation and presentation last week.

The NRW board met last Wednesday to discuss its Sustainable Management of Natural Resources (SMNR) Review of motorsport in the Welsh woodlands. The review was opened last autumn after an agreement was met between MUK and NRW in September to allow rallies to utilise NRW-managed land until the end of 2023. The deal has now been extended to five years.

Motorsport UK chairman David Richards said he was "delighted to hear the positive support from the NRW board" towards rallying. He said: "We fully support the drive towards protecting the forests, sustaining biodiversity and reducing the footprint of events, and that is a challenge we fully embrace. Our member clubs are already working hard towards this, with one of the largest events in Wales, the Cambrian Rally, aiming to go net carbon neutral by 2025. We must work together to maintain the sport and the benefit it brings to the wider population."

Chairman of NRW's board, David Henshaw, added: "The review concluded that, on balance, motorsports were compatible with sustainable management. We concluded that motorsports should be allowed in the forests we manage for the short and medium turn, but this should go hand in hand with our ambition to enhance the forest environment."

BRITON LIAM DORAN TO JOIN THE NITRO LINE-UP IN MONSTER AUDI S1

World RX podium-finisher and double X Games gold medallist Liam Doran will contest the inaugural Nitro Rallycross series in America this autumn.

Doran will race for the Monster Energy RX Cartel outfit that will revert to fielding EKS-run Audi S1s. The 2021 attack will mark the British driver's third campaign running under the RX Cartel banner. Robin Larsson will join Doran in the team's line up.

"I'm stoked to be going back to racing in America," said Doran. "The tracks in Nitro RX will 100% suit my style and I can't wait to get on with it. It's taken a lot of hard work to get here and now I just want to get back in the car."

The 34-year old British driver, who has been a regular participant in America since European-style rallycross events were first run on the continent in 2010, has high hopes for returning to the Audi S1. He raced an EKS JC machine to victory in the final two rounds of the British Rallycross Championship in December.

"We started 2019 on the podium [at World RX of Abu Dhabi] and really enjoyed the rest of the season," he said. "But I feel there's unfinished business in the Audi. Now's the time to finish it."

Double European Rallycross champion Larsson added: "We both have the same goals and will drive well together. I know the car and I feel comfortable with EKS JC. Nitro looks like tons of fun."

Nitro RX will be run over five rounds and plans to expand to 10 both inside and outside the US next year. British driver Oliver Bennett has also signed up.

Doran will join forces with Larsson to race the Audi S1

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By Matt James
Formula 1 ace George Russell says he will be giving it everything to land his first points finish for the Williams team at Silverstone this weekend.
Russell (inset) wants to build on 2021 momentum
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HISTORICS

DOWN THE WORKSHOP

ST BRUNO ROUGHCUTTER

Current owner: Chris Cannell

Car was named after backer

It was a 1973 Clubmans car

In the early 1970s, Barry Foley designed and built his own Clubmans car and, in deference to some tobacco sponsorship, called it the St Bruno Roughcutter. Foley drew inspiration from the famous ex-Tim Goss Lotus 7X and started with a clean sheet of paper. The suspension was the work of Lotus F1 designer Maurice Phillipe.

Cannell has owned it for over 30 years

Cannell says: "I've had it since 1989 and I bought it from Dave Abbott. He used to sprint and hillclimb it. I ran it for a season and then the engine seized up and so I totally restored the car and put it back to a 1600cc engine and we run it in the Sports Libre class in hillclimbs."

He races other cars as well

"Then I went to bigger cars and obviously worked my way up through the classes in the V8s and we parked the Roughcutter up. We used to bring it out for special meetings and took it to Silverstone for the Clubmans anniversary event. Then we brought it out for another season and broke the hill record at Gurston Down for the historics and held that in 2012."

They also have a Palliser single-seater

"Sue Hayes has been my partner for 40 years. We've got Sue's Palliser that I've just restored. I restored that car in Covid lockdown over 14 months with a total chassis rebuild."

He ran the Roughcutter this spring

"It had been parked up since August 2013 and it hadn't been used at all until Gurston Down in May. I had been working on it, but not to the point where I was expecting to bring it out just yet. But we had a problem with another car so we went back to base and got the Roughcutter."

It is a special car

"It's pretty quick for an old 1970s Clubmans car. We tried to get the car to the Goodwood Festival of Speed. It was my first single-seater and it won't go anywhere. it's priceless and it's the only one of its kind. I've got to finish the restoration on it now and then get it all stickered up in the original livery. It's the most awkward car to drive in the world because of the seat position but I love it."

Photos: Paul Lawrence

The Cooper T53 is now close to original spec

EX-MOSS COOPER MAKES TRACK RETURN AFTER SIX DECADES

Original 2.5-litre Rob Walker T53 returns to the race circuits once more

By Paul Lawrence

The Cooper T53 in which Stirling Moss scored one of his final Formula 1 victories in early 1962 has returned to racing after being off the track for nearly 60 years.

The car was new in 1961 for the Rob Walker team for Moss to race in the F1-rivalling Intercontinental Formula and it went to Australia for the Tasman Series over the winter of 1961-62.

Moss won in both the Cooper and a Lotus 21 during the Tasman series early in 1962 before suffering his F1 career-ending accident in a Lotus 18/21 at Goodwood at Easter.

The Cooper went into an Australian museum until 1986 and was then sold to a collection in California, but never raced again. It is thought that it may have done one demonstration run in Australia.

Two years ago, regular ERA racer Nick Topliss bought the T53 from California and has since brought it back to racing, while retaining its remarkable originality. The Cooper runs with a 2.5-litre Coventry Climax engine, which is still the original from when Moss raced it 60 years ago.

"I think it's done about 24 races in its life," said Topliss. "It is so original and I want to keep it that way. It's even got the famous Stirling Moss lucky horseshoe on the dashboard. It's all a bit new for me," added Topliss as this is the first Post-War car he has ever raced. "It's the first car I've raced with seat belts!"

SHAW PUTS HIS MONACO GHOST TO REST IN EX-CLARK LOTUS

Shaw added a Brands Hatch outing to his triumph at Monaco

Former Formula 3000 competitor Mark Shaw raced his ex-Jim Clark Lotus 21 at Brands Hatch recently following on his victory at Monaco in April.

The car was used by Clark in the South African Springbok series over the winter of 1961-62 and won the title with three race wins.

Shaw was born in Aberdeen in 1968, the year in which Clark died. "Being a Scotsman, it's a great car to have," Shaw said of the 1500cc Coventry Climax-engined car, which stayed in South Africa after the 1962 races and was more recently owned in Italy. "I've always had a passion for the history of the sport."

Shaw's victory at Monaco went some way to making up for a disappointing outcome when he went there in Formula 3000 in 1998 and was bumped out of qualifying due to French politics.

Spiers was a Thruxton winner

Spiers set for eclectic line-up at The Classic

Historic racer John Spiers will tackle eight races in seven cars at Silverstone Classic next weekend and will share five of them with his regular co-driver Tiff Needell.

Spiers, who recently claimed five podium finishes during the Thruxton Historic, will race solo in his Osella PA3 and ex-Jean Behra Maserati 250F. He will then share five cars with former F1 racer Needell covering his Jaguar E-type, McLaren M1B, Ford Capri, TVR Griffith and Lister Knobbly. The famous 1955 Maserati 250F Formula 1 is the latest addition to the Spiers stable and claimed victory last time out at Brands Hatch in the front-engined HGPCA race.

Drybrough ready to retake the wheel after crash

Historic Formula Ford racer Ross Drybrough says he will bounce back from a nasty accident at Brands Hatch earlier this month.

When his Merlyn Mk20 flipped after a tangle of wheels, Drybrough got his hand caught between the roll hoop and the track and suffered a serious hand injury. He has since elected to have the little finger on his left hand amputated.

The Worthing-based dentist decided that was the easier course of action rather than extensive surgery to try and save the finger.

Simon Brown has already assessed the damage to the car with a view of getting it race ready once more and Drybrough has received countless messages of support.

ENTRIES FLOOD IN FOR HISTORIC RALLY OPENER

Over 200 entries have been placed for what has become the opening round of the Motorsport UK British Historic Rally Championship, the Three Shires Stages on Sunday, September 5. The second running of the closed-road event will be based at the Three Counties Showground at Malvern and take in 66 competitive miles in 14 special stages in Gloucestershire, Worcestershire and Herefordshire.

IN BRIEF

John Wadsworth

MN was sorry to learn of the death of hillclimber John Wadsworth at the age of 84. The Harrogate driver had competed since the late 1950s and finished the infamous Liege-Rome-Liege rally in a Mini in the early 1960s. More recently he hillclimbed a Mazda MX-5 and was competing as recently as this spring before being overtaken by illness.

On the double

Mark Charteris, John Harrison and Mike Lane all doubled up at Brands Hatch to race in Classic Clubmans and the Aurora Trophy. They all ran their Mallocks in Friday's Clubmans race before switching to single-seaters for the weekend's Aurora races. Charteris and Harrison raced their Formula 2 March 742s while Lane moved to his later Formula Atlantic Chevron B49.

Shaun's paint job

Shaun Hollamby has reliveried his Classic F3 March 803B to the black Volkspares colour scheme used by his late father Olly when the car was first raced as a Formula Super Vee in 1980. "It's now as I remember it," said Hollamby of the all-black March. "Some of dad's old mates came to Brands recently to see the car," he added.

R.A.C. is busy

Following a few withdrawals, the entry list for the Roger Albert Clark Rally now stands at a capacity 150 cars plus 41 reserves. Since the first entry list was published, five of the original reserves have now moved on to the entry list and more are expected to gain a confirmed place over the coming weeks. Currently first reserve is Ian Beveridge in his Toyota Corolla TE27.

Lowe back to racing

Guernsey veteran Dave Lowe had his first races in two years when he wheeled his Lotus 69 out for the Classic Formula Ford races at Brands Hatch. Now 82, the retired painter and decorator leaves the car on the mainland between races and flies back to his home in Guernsey. Lowe hopes to race at Oulton Park, Mallory Park and Silverstone over the balance of the season now that travel has become easier.

Saloons en masse

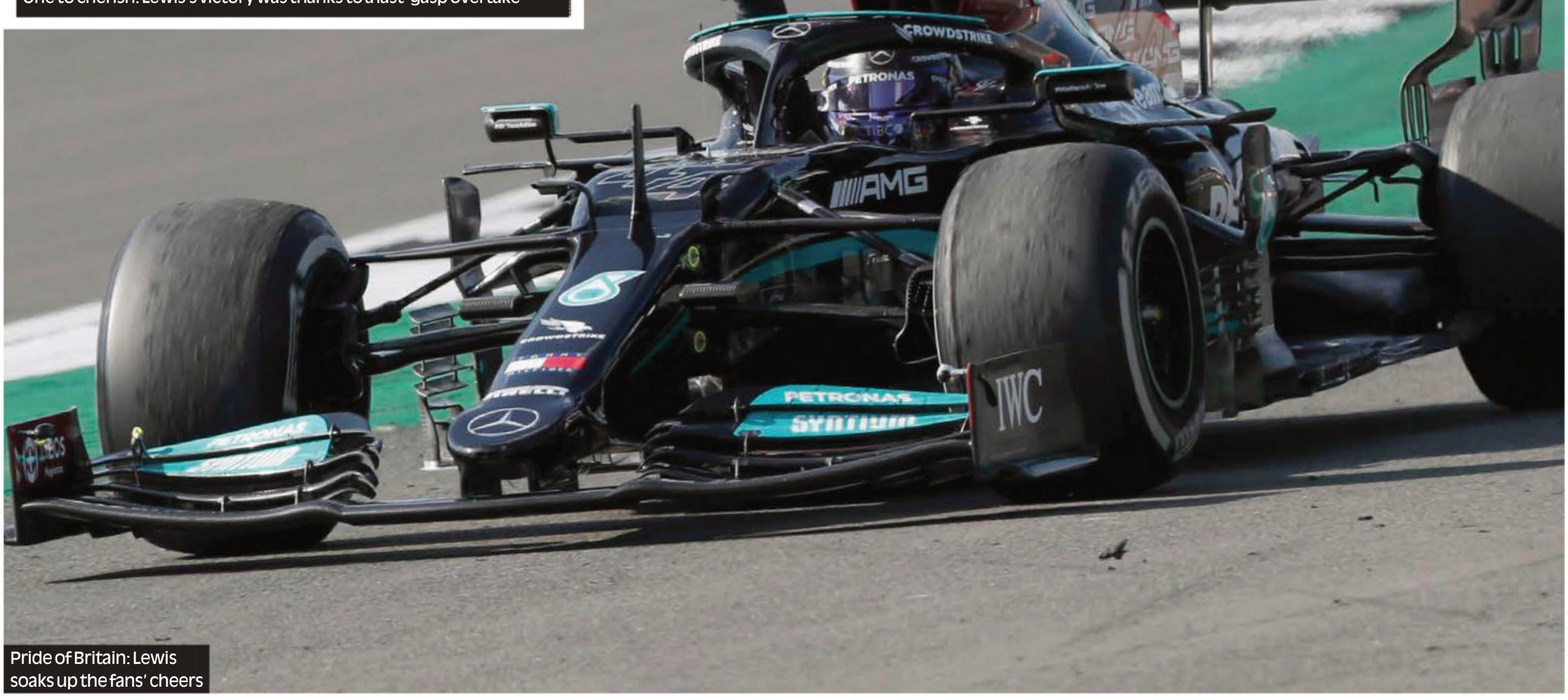
Six Ford Sierra RS500s will take on three Nissan Skylines and three Ford Cologne Capris in a stellar entry for the Historic Touring Car Challenge at Silverstone Classic. From the RS500 ranks, father-and-son Graeme and James Dodd will hope to have resolved the oil issues that thwarted the planned return of their ex-Guy Edwards Kaliber-liveried car earlier in the season.

Advertising enquiries: 01732 446757

LEWIS LANDS A MEMORABLE WIN AND AIMS TO BANISH THE BAD TEMPERS AT SILVERSTONE

James Roberts watched as the World champion bounced back from an early clash with rival Max

One to cherish: Lewis's victory was thanks to a last-gasp overtake



Pride of Britain: Lewis soaks up the fans' cheers

Photos: Motorsport Images

Let battle commence: Lewis Hamilton goes toe-to-toe with polesitter Verstappen as they blast away

Fun in the sun: Some 140,000 packed Silverstone

Fans will be talking about this year's British Grand Prix for years to come. It was a classic. Not only did it ignite a war between the two title rivals, it also featured a superb comeback drive that had the crowd on their feet. Silverstone was a special place on Sunday and the 140,000 that were allowed in to spectate it will never forget what unfolded.

Of the eight times Lewis Hamilton has won at Silverstone, this was arguably one of his greatest drives. You could see from the emotion on his face when he held aloft a Union flag and ran out of parc ferme to share the moment with the fans on the inside of Club corner, this was special.

Hamilton snatched the lead of the race from Ferrari's Charles Leclerc with two laps to go, having recovered from a 10-second stop-go penalty. As he was cheered on by the crowd in his pursuit of Leclerc in the closing laps, it was reminiscent of Nigel Mansell's epic hunt of Nelson Piquet in 1987.

And while a track invasion wasn't permitted due to the ongoing pandemic, it was fortuitous that a capacity crowd were allowed to witness this brilliant drive held in glorious, hot, summer sunshine. But aside from the victory, the race will also be remembered for the controversial contact between Hamilton and Max Verstappen on the opening lap, that led to Hamilton's time penalty.

During the Silverstone weekend, there was a clear performance difference between the Mercedes and the Red Bull. The latter was quicker in the corners, but the Merc had the straightline speed. With this knowledge, Hamilton knew his only chance to beat Verstappen was to grab the initiative at the start. If he didn't, the result of the race would have mirrored the first-ever Sprint qualifying contest the previous day. If Hamilton wasn't aggressive, Verstappen would hold onto the lead.

Right from the moment the five red lights went out, the battle between these title rivals was on. And what an opening lap it was. As a result of winning the Saturday Sprint race, Verstappen was on pole, with Hamilton alongside him on the front row. But the Red Bull driver made the slower start and moved across to try to block Hamilton who was challenging on the inside into Turn 1. The Dutchman ran wide but held onto the lead.

With his power advantage, Hamilton knew his best chance to attack the Red Bull was down the Wellington Straight. He did manage to sneak ahead as they braked into Brooklands, but Verstappen maintained the lead.

The next opportunity was along the old start-finish straight. In the Saturday Sprint the previous day, Hamilton stayed on the outside approaching Copse and the overtake didn't come off. With that in mind, he feigned a move there again, like Mansell did to Piquet in '87, then immediately switched to the inside. Verstappen narrowed the gap – and both men were reluctant to yield. As they turned into the 190mph Copse corner, Hamilton understeered into the Red Bull and his left-front hit the right rear of Verstappen's car.

From that moment he was a passenger and hurtled at full-speed into the tyre wall. It was inevitable they would make contact at some point this season, but the high-speed nature of this incident infuriated the Red Bull pitwall.

Team boss Christian Horner was immediately on the radio to FIA race

The pace of Charles Leclerc and Ferrari was a surprise last weekend

RESULTS

Formula 1

Event: British Grand Prix Where: Silverstone Distance: 52 laps

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Lewis Hamilton	Mercedes	1h58m23.284s
2	Charles Leclerc	Ferrari	+3.871s
3	Valtteri Bottas	Mercedes	+11.125s
4	Lando Norris	McLaren-Mercedes	+28.573s
5	Daniel Ricciardo	McLaren-Mercedes	+42.624s
6	Carlos Sainz	Ferrari	+43.454s
7	Fernando Alonso	Alpine-Renault	+1m12.093s
8	Lance Stroll	Aston Martin-Mercedes	+1m14.289s
9	Esteban Ocon	Alpine-Renault	+1m16.162s
10	Yuki Tsunoda	AlphaTauri-Honda	+1m22.065s

11 Pierre Gasly (AlphaTauri-Honda) +85.327s; 12 George Russell (Williams-Mercedes) -1 lap; 13 Antonio Giovinazzi (Alfa Romeo-Ferrari) -1 lap; 14 Nicholas Latifi (Williams-Mercedes) -1 lap; 15 Kimi Raikkonen (Alfa Romeo-Ferrari) -1 lap; 16 Sergio Perez (Red Bull-Honda) -1 lap; 17 Nikita Mazepin (Haas-Ferrari) -1 lap; 18 Mick Schumacher (Haas-Ferrari) -1 lap; 19 Sebastian Vettel (Aston Martin-Mercedes) 40 laps/overheating; 20 Max Verstappen (Red Bull-Honda) 0 laps/accident. **Drivers' championship:** 1 Verstappen 185 points; 2 Hamilton 177; 3 Norris 113; 4 Bottas 108; 5 Perez 104; 6 Leclerc 80. **Constructors' championship:** 1 Red Bull 289 points; 2 Mercedes 285; 3 McLaren 163; 4 Ferrari 148; 5 AlphaTauri 49; 6 Aston Martin 48.

The Big One: The screens show a shaken Verstappen escaping his car

"I pushed 100% from the very first lap to the end"

Charles Leclerc

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BRITISH GP REPORT: SILVERSTONE

Alonso had a competitive weekend, particularly in the Saturday Sprint

director Michael Masi: "He was never anywhere near alongside. It was an enormous accident. That was 100% Max's corner. Full blame lies on Hamilton. Thank God he's walked away unscathed. I hope you're going to deal with it appropriately."

After the race, Horner was still clearly angered by the incident. "That was an amateur mistake," he said. "Every driver knows a move like that at that corner is dangerous. His actions jeopardised another driver's safety today and that's unacceptable."

Verstappen gingerly stepped out of his broken race car and was visibly shaken by the impact. After visiting the medical centre, he was subsequently taken to hospital for precautionary checks.

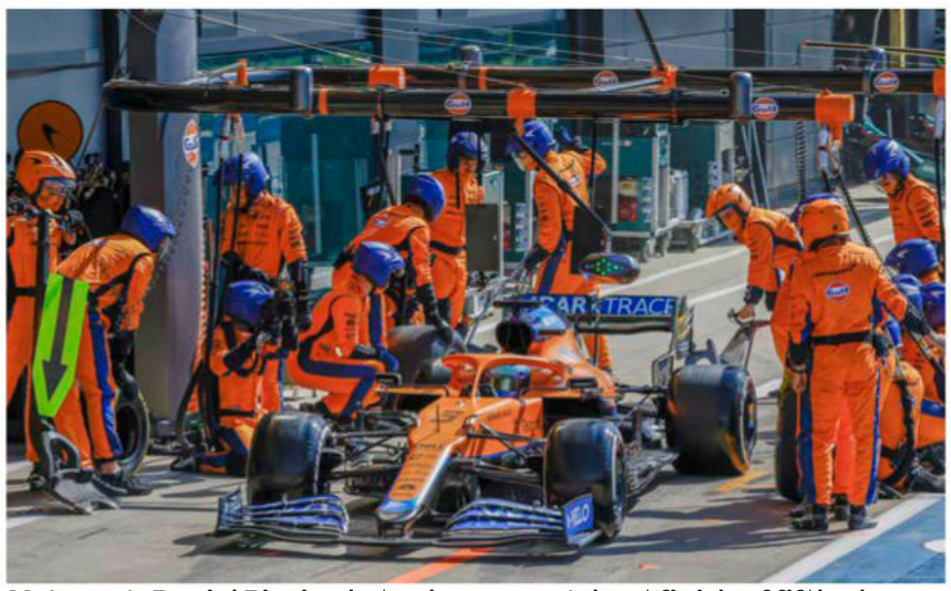
With the tyre wall needing extensive repair, the race was red-flagged. Leading the grand prix was Leclerc, who had beaten Valtteri Bottas off the line and inherited the lead from Hamilton when the British driver ran wide after his contact with Verstappen.

At the restart, Leclerc led Hamilton and Lando Norris, who had out-dragged Bottas thanks to another poor start by the Finn. Then, after much lobbying from both Red Bull and Mercedes, the stewards deliberated the lap 1 incident, came to their verdict, and decided to award Hamilton a 10s stop-go penalty for his misjudgement.

On lap 15, he was just 1.5s behind Leclerc when the Ferrari man reported his engine was cutting out. The problem occurred again a couple of laps later and Hamilton closed the gap. But after some intervention from the Ferrari engineers, the issue was solved and didn't rematerialise.

"Lewis was never anywhere near ahead"

Christian Horner



McLaren's Daniel Ricciardo took a season's best finish of fifth place

Third placed Norris came into the pits on lap 22, but his chance of a fairy-tale podium finish at his home race came undone when he lost four seconds at his pitstop thanks to a problem with his right-rear. That gave the position back to Bottas, who finished third at the flag.

There was a chance the Finn could have finished in second, as he was elevated a position when Hamilton came in to change tyres and serve his 10s penalty on lap 28. But by the time Hamilton had closed the gap back up to Bottas, Mercedes acted swiftly to enforce team orders. As they approached Stowe on the 40th lap, the Finn was ordered to "invert the cars" and he yielded the position to his team-mate. With 12 laps of the race remaining, the race for the win was on. The margin was 8.7s and in his pursuit of Leclerc, Hamilton started to get the hammer down.

On lap 42, the Brit set his fastest lap of the race which was 1.1s quicker than the Ferrari ahead. "Can I catch him?" he asked his engineer. "Yes you f**king can," said Pete Bonnington in reply.

A lap later the gap was 5.8s and reduced to 4.8s, 3.9s, 2.9s over the subsequent laps. Spurred on by the patriotic crowd, the black Mercedes continued to hunt down the scarlet Ferrari. "You are looking strong," said Bono in further encouragement.

By lap 49 of 52, the gap was 0.8s and within DRS range. On the penultimate tour, Hamilton made a similar move to the one on the opening lap, and dived down the inside of Leclerc at the fearsomely quick Copse corner. The Ferrari gave Hamilton more racing room than Verstappen had and he ran wide over the kerb, conceding the lead to the British racer. The crowd jumped for joy and all around the sun-kissed track they serenaded their champion to the chequered flag. It was thrilling stuff.

"Lewis, we never give up," said Mercedes boss Toto Wolff to his star driver. "This is still on." By finishing second Leclerc had scored his first podium of the year, but he was frustrated at missing out on the win.

"I pushed 100% from the first lap to the last and made no mistakes," said Leclerc. "The car was amazing, but they [Mercedes] were too quick for us at the end and that was it." The day belonged to Hamilton, who treasured holding the famous British GP trophy, which he'd claimed for an eighth time.

"I didn't know if we could beat him," he said about Leclerc. "He put in some fantastic laps and I thought he might blister his tyres at some stage. Also. I didn't realise it would be a stop-go at my pitstop and it felt an extremely long time sitting there.

"Then my heart stopped when I went inside at Turn 9 [Copse] with Charles, I thought the same thing would happen… This is a dream today to do this in front of you all. I took the penalty on the chin as I didn't want anything to get in the way of the crowd enjoying their weekend."

On Sunday morning, the gap between Verstappen and Hamilton was 33 points. It was reduced to eight come Sunday night. And as one paddock source said in the aftermath of the day's events: "It's probably a good thing the Dutch GP isn't the next race…"

Carlos Sainz was thwarted by contact in the sprint qualifying race

Lando Norris could have had a podium but for a slow pitstop

Photos: Motorsport Images

MAX LAYS DOWN A MARKER WITH SPRINT RACE GLORY

It was apt that Formula 1 cars were racing again on a Saturday at Silverstone.

From the very start of the World championship in 1950, up until 1983, all the British races held there were on a Saturday. And prior to the running of the 'Sprint' the last time F1 cars didn't race on a Sunday was 36 years ago when Kyalami hosted the 1985 South African Grand Prix.

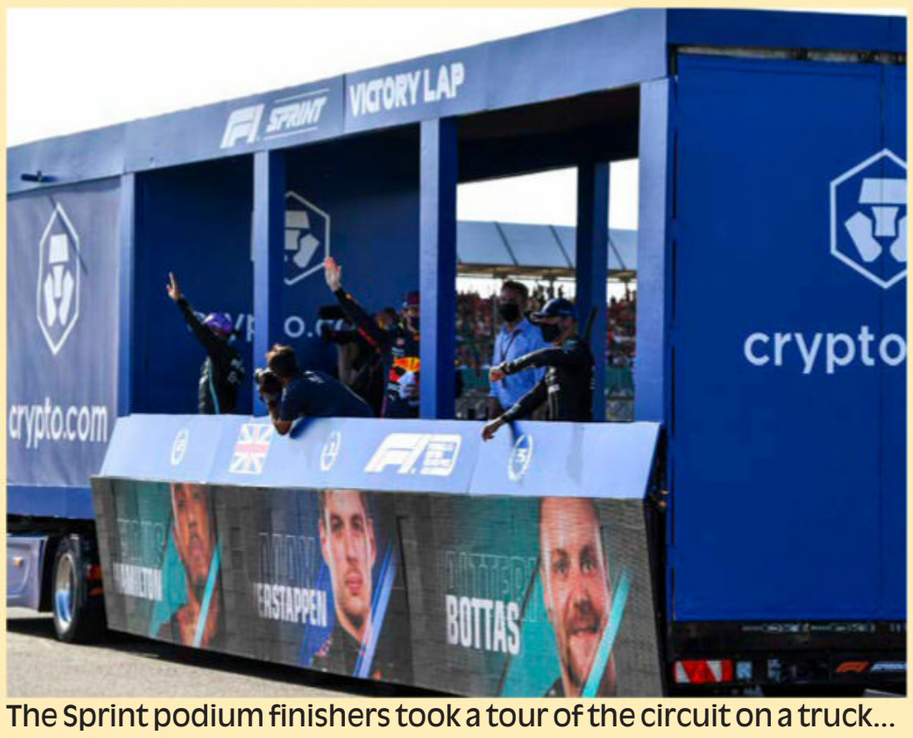
The throwback to a former era continued when Max Verstappen, the first-ever winner of the qualifying race, was presented with a laurel wreath garland and interviewed on a parade lap, on the back of a truck. Verstappen also picked up an additional three points for his victory in the 100km dash.

There was slight concern for the Dutchman when he lined up in second place on the grid, as his brakes were smoking heavily and his left brake briefly caught fire. He outdragged Hamilton off the line and, despite the best efforts of the Mercedes man to repass at both Brooklands and Copse, Verstappen held the lead to the chequered flag.

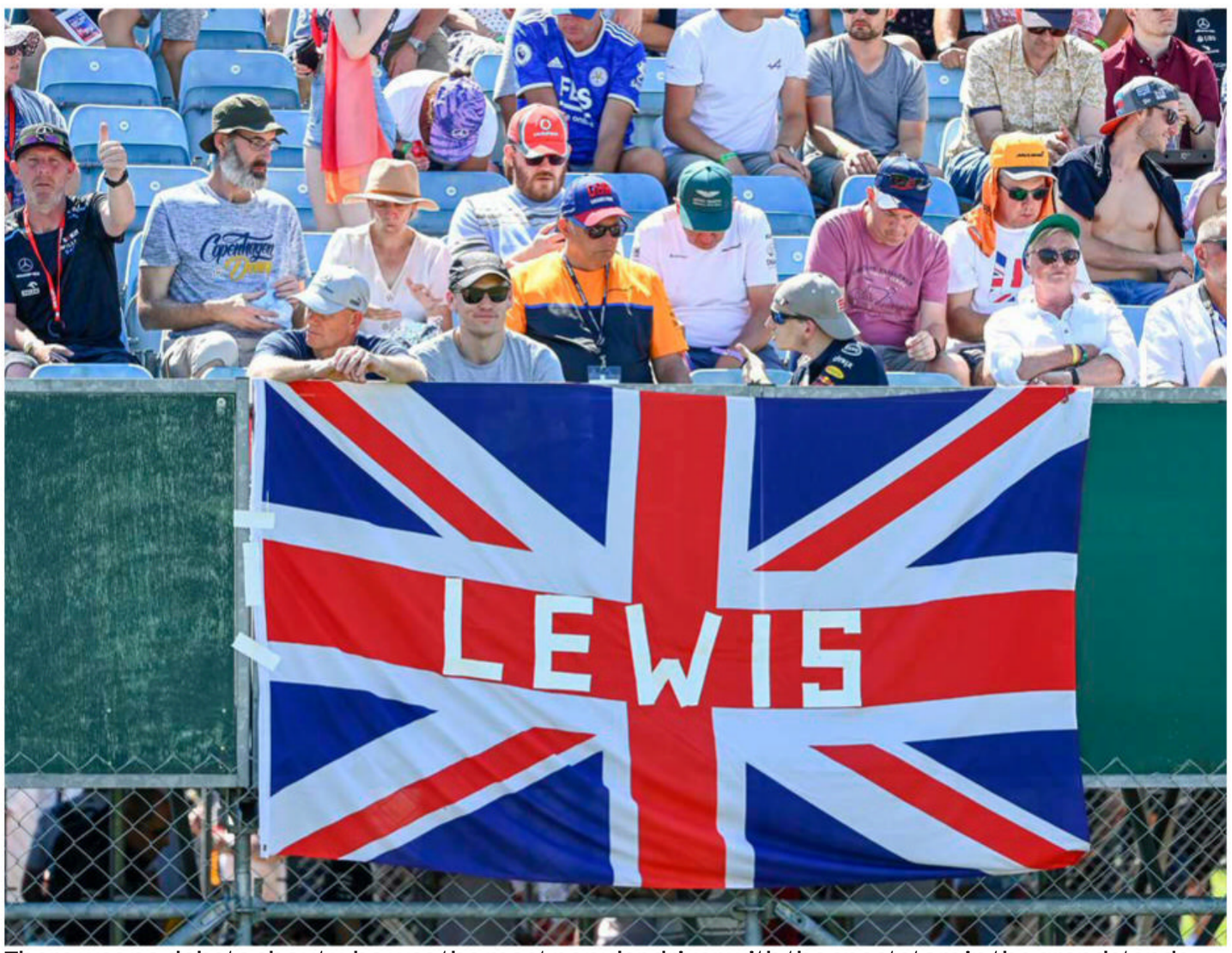
One of the main beneficiaries of this new format was Fernando Alonso. He made a brilliant start, overtaking three cars (Sainz, Vettel and Russell) into Turn 1 and Norris at Copse. He lost the early advantage of his soft tyre and was eventually overhauled by the McLarens to finish seventh. His overall gain was four positions.

The biggest loser in the Saturday race was Sergio Perez. Despite starting fifth, a poor start meant he was running seventh when he suffered a high-speed spin at Becketts. Perez was lucky not to hit the wall, but after flat-spotting his tyres, retired just before the end of the race.

The other significant moment came on the opening lap when George Russell locked up into Brooklands and understeered into Carlos Sainz, pushing the Ferrari driver wide. Russell had been brilliant in qualifying the previous day but he dropped to ninth in the Sprint race. "Typical. Our first top-10 finish with the team and we didn't get a point for it..." Russell was given a three-place grid penalty for the error.



The Sprint podium finishers took a tour of the circuit on a truck...



There was no debate about who was the most popular driver with the spectators in the grandstands

FANS BRING THE FIZZ DESPITE THE LACK OF CHAMPAGNE

It was great to be back. The return of a capacity crowd to Silverstone, on a weekend of glorious summer sunshine, was the perfect antidote to the long, dark days of the pandemic. For the Silverstone faithful, it had been two years since they were last able to enjoy the festival atmosphere, the beer-fuelled campsites and the sights and sounds of Formula 1.

The closing stages of Sunday's race were reminiscent of Mansell Mania with the British crowd willing their hero home to take a famous victory. But it wasn't just Hamilton, the passionate crowd were generous in their support of every driver.

On Saturday morning, I drove into the circuit directly behind AlphaTauri's Pierre Gasly. He was easy to spot in a lurid, blue Honda Civic Type R. The fans lining the side of the road, hoping to spot any driver, cheered and waved at Gasly, all offering their support and good luck. It was great to see.

At various times over the weekend, the crowd drowned out the sound of the 1.6-litre turbos, from the exciting qualifying session on Friday evening, to the first-ever Sprint race and again in the closing stages of Hamilton's extraordinary drive on Sunday.

Aside from his heroics, the crowd had plenty to entertain them throughout the four-day event: three Formula 2 races, the all-female W Series category, historics, the Red Arrows, demonstration laps that included Martin Brundle and Karun Chandhok in an old Brabham and Williams respectively, and so much more besides.

On Saturday night there was even an auction, flamboyantly conducted on the podium by RM Sotheby's. The lot on offer was Hamilton's McLaren MP4-25 which was lapping the track as the bids came in. The hammer fell at a cool £4.8 million.

While there were still strict restrictions inside the paddock and the absence of various personnel who had tested positive for Covid, including McLaren's boss Zak Brown, it was worth the hassle of regular testing to be able to attend.

The only downside of a wonderful weekend? Circuit commentator Bob Constanduros's famous podium cry of "Chammm-paggggneeee!" is no more. In commercial deference to the brand of sparking wine now sprayed, it has been replaced by the Italian for bubbles: "Boll-i-cine!" It was the only thing lacking any fizz.

Apart from Verstappen, Sebastian Vettel's Aston Martin was the only other retirement with overheating

Our man Jimmy Roberts mingled with the enormous crowds

Advertising enquiries: 01732 446757

FEATURE

RUBENS BARRICHELLO
RACING WITH A SMILE

The Brazilian legend enjoyed every moment of his career. By Andy Hallbery

Barrichello: one of F1's favourite sons

Brazil's Rubens Barrichello remains one of the happiest racing drivers you can meet. He had a 19-year grand prix career that, at the time of his retirement, made him the most experienced Formula 1 driver, with 322 starts, 17 wins and 68 podiums. His rise to F1 was rapid.

He arrived in Europe in 1990 as a fresh-faced 17-year-old, with a sponsor that had fascinatingly committed to getting him to Formula 1. By the time he was 20, he was lining up for his first grand prix in 1993 via winning the Opel Lotus Euroseries and the British Formula 3 championships along the way.

Since the end of his F1 days, he has raced in IndyCar, IMSA, Le Mans and still races today in the highly competitive Stock Car Brasil, where he was champion in 2014. He answered your questions honestly, and it's clear that the passion, emotion and love of racing you saw in his F1 podium celebrations will never leave him.

Question: You drove for Stewart Grand Prix. Did you ever do Sir Jackie's famous slalom course in a road car with the wok and golf ball on the bonnet and if so, how did you do?
Stephen Mills
Via twitter
Rubens Barrichello: "The story with Jackie is amazing, because honestly nobody told me beforehand that there was something that they used to test all the drivers with. I think when they contacted me they did it for my experience, but still with my youth and the love of the sport. Jackie never, ever, asked me to go anywhere for a test at all. I know for example [then SGP team-mate] Jos Verstappen was mad about doing that test, so I used to have fun with that. Jos asked me, 'Did you do that?' and I said no, because he thinks I'm good, and maybe he thinks you're crap!

"To answer the question, no, Jackie, nor Paul or Mark [Stewart] they never asked. So I felt we had 'love' for each other, almost like a father-and-son thing because he knew what I was able to do but he never put me in the car with those things."
MN: Talking of father and son, you were dispatched from Brazil to Italy by your father, aged 17, alone, to find your feet with Draco Racing – which obviously you did. Now you have done the same with your son Eduardo, who is 19, sending him to Europe to race in Formula Alpine Regional having finished second in the 2020 US F2000 National Championship. Is this history repeating itself?
RB: "Yes, that is a true thing. At the end of the day, you form a true character through the difficult days. So I sent him on the road to see if he is going to have the balls to make it stick. It is true: I'm trying to emulate what my father did to me."
MN: And now do you have sympathy for what you put your father through when you were starting?

Photos: Motorsport Images, Bryn Williams

Barrichello, with his father, in karting days

RB: "So many times! It's unbelievable how you actually comprehend so much later what was done for you. And yes, now I very much do appreciate that."

Question: All your early cars had Arisco sponsorship, right from the start up to Formula 1. How important to your career were they and are you still involved with them at all?
Carl Denning
Via email
RB: "Yes, they were very important. What my father did was put a 'risky' contract in Arisco's hands so that they could sponsor me all the way to Formula 1. If I got paid something, if my career went through, they would have 25% of all my earnings. His name was Junior from Arisco. That was risky, because if I didn't get to Formula 1 Junior would have paid all the money for me to get there, but that was it.

"They were still involved up until 2011 which was my last year in F1, so I paid them back. But he was such a man because all the money I gave to him, he gave to charity. Junior was the man."

Question: You've had some legends as team bosses. From Dick Bennetts in F3, Eddie Jordan, Jackie Stewart, Ross Brawn and Frank Williams. Who taught you the most?
Jamie Moore
Via email
RB: "I had really good teachers, really good. I can tell you words about any one of them. When I arrived I Italy Adriano Morini at Draco could talk about anything and about any time. Dick Bennetts was the one that needed to take that book and go through data, and I learned about telemetry and things like that.

"When I was at Jordan I had a fantastic teacher in Gary Anderson. He was one of the best teachers I ever had, because he didn't just have the knowledge, he had the ability, the love and the passion, even nowadays whenever he explains things.

"Jackie… He taught me how to behave. I never saw Jackie getting angry. But I did see him ever so politely and firmly saying 'No'. It was never 'No! For F**k's sake….!!' Never. That was really good."

Question: The European Grand Prix at Donington in 1993 is famously remembered for Ayrton Senna's opening lap, but you went from 12th to fourth on the first lap too in the Jordan – and were so close to a podium in only your third grand prix, and few remember that… Does that frustrate you?
Harvey Webb
via email
RB: "It's funny because nowadays it is 10 years since I stopped Formula 1, but right now Brazil is recognising how nice it was to have a Brazilian there.

"To give you an idea, if I put a picture of my dog online, the replies are often, 'Donington, oh my God, that was super!' Or I put a picture of the boat and they say, 'Oh my God, Magny-Cours with Schumacher…' So they are feeling like maybe they should have given more of a prize or recognition to that back then.

"The thing that stands for me about Donington are the Brazilian Globo TV guys. They were commentating on the first lap obviously about Senna, and the commentary goes something like, [switches to F1 commentator voice] '… And to conclude the first lap, here comes Ayrton Senna in first, already putting a gap on Alain Prost! Then it's Damon Hill and in fourth place is Rubens Barrich….. *Rubens Barrichello*?!'

"They had read the name, but didn't realise that it was me! For sure it was one of the best laps, but for me I wasn't doing anything unusual because in Formula 3 in those damp conditions, it was common, but it was fantastic for me."

Question: I watched you race in England in F3 in 1991, then when you went to F1 in 1993, I was amazed to regularly see you still at F3 races on non-GP weekends. That made me an even bigger fan. Did you enjoy living in England?
Liz Freeman
Via email
RB: "I did, yes. I started living in Italy in 1990. In England the only thing for a Brazilian is the weather. So different! We basically had a Latin community, with some English friends obviously. I didn't drink before I was 23, so there was no drinking, just good quality moments. Lots of cinemas, 10-pin bowling and getting on the train to go to London. I did enjoy it.

"I loved England so much that I stayed there when I was at Jordan. I lived in Oxford, Brackley and Cambridge. I stayed there for about three years."

Question: Rubens, like me you are a right-foot braker I believe. Did you ever see any evidence against Michael Schumacher or Jenson Button that left-foot braking was any quicker?
Colin Turkington
Four-time BTCC champion
RB: "That's a great question! I used to race BTCC on my games console – I loved that game. I knew all those guys. They all certainly knew how to understand defending a position! For me it was just amazing, so thanks for the question.

"If you think purely, naturally it's what you do in karting. On the road I brake left foot – anywhere I drive left foot. But in racing the right foot for me always helped

continued on page 22

The Brazilians are coming: Gil de Ferran and Barrichello fool about

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FEATURE

me to position the car. I'm a late braker, and I position the car. Maybe I didn't have the minimum speed that Michael used to have, but I would come out of the corner faster.

"Then you ask if I'd change? No, I wouldn't. But in Suzuka, Turn 1, because a Formula 1 car is so aggressive, you go deep into it, so you really only brake for Turn Two. You need just a touch of brakes into Turn 1. If I braked with the right, I would lose time, so I had to learn how to make that corner work using the left foot.

"I guess it's like football, they kick with both feet! So I used to use both whenever I needed over a single lap. I still do that, but I'm 80% right foot."

Question: Tough question to ask but after the death of Ayrton Senna – did you feel a huge weight of expectation on you as the next Brazilian star?
Glenn Moltistanti Alcock, SMRC
Via email
RB: "Yes. Yes I did. What I wanted to say to everyone was, 'look I've won everything that I've won in the past, and I will give my very, very best for me to win. But I am not Ayrton Senna, I am Rubens Barrichello. Come with me, and let's enjoy the ride.'

"At the end of the day what I said translated to 'OK, I will fill into Senna's boots, and I will win right away.' Then because it took so long to win [2000 German Grand Prix, six years later] it was a long wait.

"In fact, talking about that left foot. In 1995 the car was made for me to left-foot brake. I think it was in the first five races in 1995, because Interlagos was one of them, we didn't know I was left-foot braking on the straight. My foot was just touching the pedal slightly and the carbon would get hot. I used to complain about engines, engines, and the telemetry would never get it. Up to the point where when we got it for Canada, and I right-foot brake, I finished second, so…

"The beginning of that '95 season was horrible for me because the pressure was there. They had sent more journalists to the track to cover me, because of Senna. Yes I did feel the pressure, but it made me better, eventually."

Question: How disappointed were you when you got to Interlagos 1995, supposedly with the Jordan that was going to breakthrough and challenge for wins, and you were well off the pace?
Sean Kelly
Via email
RB: "It was disappointing, because, at the end of the day, the Peugeot engine was tuned to give a lot more power than the Hart engine. It was a heavier engine as well and the balance didn't come that good. Eventually we made it look better, But yes, 1995 was disappointing because in 1994 I was able to finish fourth at Interlagos with a car that was well-balanced, a little under-powered, and the lovely Brian Hart's engine was still performing well."

Question: Some Jewish friends of mine were very curious about the small Star of David on the top of your crash helmet?
Simon Stiel
Via email
RB: "I will try and make a long story short! I never used to have a star on the top of the helmet, then eventually I did. I will tell you the story.

"Somebody came to me and said that after Senna died, you need to have a star there because he's looking after you. So I put a solid five-point star on the top. Then somebody else came to me and said: 'No, your energy comes from a six-point star.' I went to study numerology and learned that the Star of David is not just for being Jewish. it is two triangles – one goes to the sky, one goes to the earth, and you are right in the middle.

"I loved that. I loved the fact that I was in the middle of a loving force, and that's why I used it. I know I have so many Jewish fans. I was born Catholic, and even though I call myself a spiritualist, because I love everything that is about religion, it's where you learn the good things. All people have good things, and they fight for it, and this is crazy.

"I just love the good facts from the various countries that I went through. But the symbol part is just that I'm in the middle of a loving force."

Question: Have you ever had a more memorable birthday than your 21st, celebrated on Monaco GP weekend in 1993 when Eddie Jordan arranged to have Chris Rea sing 'Happy Birthday' over the PA as you walked into the pitlane...?
Maurice Hamilton
Via email
RB: "Hahaha! Looking back Maurice this is quite right. It's very hard for me to describe. When you talk about love, it is something when you don't grab it. When you talk about nostalgia, you miss something if you don't take it. Anything that you don't grab it's only from memories that stay in your head.

"At the moment if we talk about Chris Rea, I can close my eyes, transform myself and go to Monaco and I'm there. Funny, the other day I was trying to find where that disc was, but you get married, get divorced, and I have lost it! But yes, it was phenomenal. It was one of the best moments I had in my life, and I had some really good birthdays. My birthday is May 23, and for 17 out of 19 times, I had my birthday in Monaco at the GP which was amazing."
MN: Among memories and nostalgia this is a story you once told us that at your very first grand prix at Kyalami in 1993, when you were 20 years old, you were in the pits for first practice, they waved you out, and you wanted to wait and watch Ayrton Senna go past so you knew you were really a grand prix driver!
RB: "I can remember that straight away too! I was sitting for the first time with the small TV on the front of the cockpit. The TV was there and I saw on the TV Senna was exiting his pit, and he was on my right so I knew he would pass in front of me. So for a second I had to make a decision if I look for him going past live, or watch it on the TV. I made it both! It was a moment of truth for me to realise that I was a Formula 1 driver. I still had the privilege of being a Senna fan, and being as close as possible."

A beautiful car: Brazilian gelled with Opel Lotus

How wide is that smile? Rubens

Listening to Mika Hakkinen and Dick Bennetts in British F3 in 1991

MN: We had a lot of questions about your podiums. Your little dance, smiles, tears and your pure emotion. But we love this one…
Question: Do you think you were the happiest driver Formula 1's ever had?
Jimmy Highcroft
Via email
RB: "You know there was a time I was in Formula 3000, and my friend said, 'look at this podium, it's… sad.' Imagine, it was drivers and all have the dream of being in Formula 1. If you want to get there, you need to be more active. You need to show the emotion of being on the podium.

"So, I've always got to the podium with that 'moment' in my life and career. Back in Cambridge where my friends Ricardo Rosset, Gualter Salles, Roberto Xavier all lived – they were all doing Formula 3 at the time – they all said you should do this. And I'm so proud of that, because it made it more fun.

"When Daniel Ricciardo gets to the podium he drinks from the boot. You've got to take it in, otherwise it's a moment that goes by, in Formula 1 for sure."
MN: One of the best was your first grand prix win at Hockenheim in 2000 with unrestrained tears. Total emotion….
RB: "I still have the cover of Autosport with that podium blown up, and it's a huge thing!… Hahaha I will never forget what DC told me on the podium. 'Hey mate, you need to go on a diet, you're a bit heavy!'"

Question: Many of your best drives came in wet-drying conditions. Pole at Spa in 1994 in the Jordan, but is your win at Hockenheim in 2000 still the most satisfying?
Ed Coleman
Via email
RB: "I had another one that comes quite close which was Silverstone in 2003. That's quite a massive one as well. What stands out from the German one is the fact that Ross [Brawn] told me on the radio 'OK, pit next lap. It's raining and everyone is pitting.' I said no Ross, something is wrong here, because the track is not wet. He answered, 'yes, but everyone is pitting.' I went back and said, 'they must be wrong because I cannot see the track being wet.'

"He said, 'OK boy, you may be crazy, but if you are good crazy, you are going to win the race!' The last lap was completely wet, but I couldn't take my decision back. I had 10 seconds of distance. The slowest corner I have ever done in my whole life was that last corner at Hockenheim that day… I think I was even faster at Goodwood than that!"

Question: Are you enjoying Stock Car Brasil?
Joao Santos
Via email
RB: "I am enjoying it very much. People think 'OK, Rubens raced 19 years in Formula 1, and he gets in a stock car which is slow, so it will be easy.' But the first time they closed the door I had to open it again, because it gave me claustrophobia, and man it was hot. It gets to 60 degrees Celsius inside, which is pretty amazing.

"It's so competitive, it's more physical, yet more 'relaxing' because you don't have the downforce of Formula 1. I have an OK life; I don't have to be in the gym every day. But it's still so competitive, and it still gives me the buzz. That buzz is why when people look at me and say, 'You have that white beard, but you still look young.' That's just because I keep on doing this. The moment I stop doing this, I'll be old!"
MN: Do you still do F1 TV commentary in Brazil as well or is it just racing now?
RB: "No. I had to choose one, because it was getting tough. I have my programme on YouTube, and I do programmes on TV but I don't do Formula 1 commentary anymore, no."

Question: In all the cars you've raced, if you could own one which would it be, and if you could take it through one corner again at top speed, where would you go?
Dan Wyatt
Via email
RB: "I would love to have many, because I didn't treat my career well with those things about cars. I have a '94 Jordan which is fantastic I have a Honda from 2007, the white one, but I would really love to have a Brawn. For me, I would take that car to 130R at Suzuka. But it has to be the old 130R one because the new one you don't need the balls to do it flat!"

Question: Besides Formula 1 you've raced plenty of other things too. Of the classics, which was the biggest challenge, Monaco, Indianapolis or Le Mans?
Charlie Ronson
Via email

"You need to show emotion on the race podium"
Rubens Barrichello

There was no shortage of success during Barrichello's meteoric rise

Dream moments in a dream car: Barrichello at Brawn, '09

RB: "I tell you that I was not on the top of my game when I first was in the car in Monaco, but it was pretty straightforward because I had done some mileage in the car.

"Le Mans, the car wasn't so competitive. Actually it was a classic thing… I was on the straight on the installation lap, and I looked at the dash and I was doing 211mph. I remembered seeing on the data before that it was supposed to be maximum 206mph or something. I got on the radio and said, 'Look guys, it's either the aerodynamics or the wrong top gear because I'm doing 211…'

"They came back, 'no way, no way!' There was something wrong – which I won't tell you now! Le Mans actually is not that difficult, you learn and a lot of it is straightline.

"Indianapolis… I did my four laps just as a rookie to get the approval, and I did 214mph, and I thought, 'well that's pretty easy…' [makes engine noise of lapping an oval] I had the wing flat, on zero. And I thought this is it, this is easy, it won't be a problem.

"In qualifying, the wing was on minus nine and I did 227mph…. I tell you, that was something amazing. If I take those three I take Indianapolis as the most challenging one."

Question: The 1990 Opel Lotus Euroseries when you look back was star-studded: you, David Coulthard, Pedro Lamy, Indy 500 winners Gil de Ferran, Kenny Brack and some great talents such as Vincenzo Sospiri, Bernard Dolan, and the late Andre Ribeiro. Did you like the car?
Brett Miller
Via email
RB: "It was a car that moved a lot because of this honeycomb thing and you could see it moving. But I used to drive it so well. I had a passion for it because anywhere I went, I was quick. I did a few British events [Vauxhall Lotus] and even Anderstorp in Sweden. It was nice, super nice.

"Obviously I was doing well in front of the Formula 1 paddock too. It was super."
MN: Gil de Ferran hated that car...
RB: "I know!! For him a racing car needed to be stiff."

Question: You had many team-mates in your long 322-race grand prix career. Who was the most fun?
Tony Mitchell
Via email
RB: "I really had fun with a lot of people. With Jenson Button it was probably more a 'united' thing. Neither of us were trying to put a knife the back of the other, and my friends loved JB's father, John. We loved him for a fact it wasn't something that was produced. I think those years at Honda and the Brawn year – and that Brawn year in 2009 was very unexpected for us both.

"But I had good times with a lot of my team-mates. Johnny Herbert was so much fun. And Eddie Irvine… If you understand him! The first time I said 'Eddie, what gear to you use at the first corner?'

"He came back and said, 'I dunno…' I thought 'f**k man! How can you not know the gear?'

"Eventually I learned that he was so natural that he didn't care, didn't know, didn't count. He really didn't know the gear he was taking! He was tremendous fun. I had fun with a lot of people."

Question: You had a health scare in 2018. I hope everything is OK now?
Louise Wallis
Via email
RB: "Yes. I was in the States, I woke up and I was going to take a shower then wake up my son to go to Daytona to watch the start of the 24 Hours. I came out of the toilet and I felt like there'd been an explosion in my head. For those fans that understand, it fully felt like an explosion, like when it goes through the piston and the engine goes boooom!

"Today people ask me, 'I had a headache this morning, do you think I have something similar?' I say no…. you will know. If you have a stroke, you will know for sure.

"There was something was wrong, but you know me, I'm active and when I got to the hospital, I asked the doctor, just tell me what I have, because I have a little bit of a headache still, but hurry up because I have a flight to catch tonight. And he said, 'no you are staying here for 14 days.'

"That's when I realised that I had a real problem. I've been so lucky in my whole life. It was a bad vein that had formed, and it did explode, but the blood made it 'rebirth' in a good way, and I have had nothing since. If anything it's made me faster!

"There is another story on that, because when I got home, my ex-wife said she was going to the supermarket, and told me to stay after 14 days in the hospital. I said OK. I'll do that, but I will just go and fill up the car because it's empty.

"I went straight to the go-kart track! I felt normal, and I needed to see if I was normal driving. I went to my shifter kart, and my mechanic had no idea what had happened. I drove it and I couldn't stop crying, because I felt normal, everything. My methods, everything was still pure for me. When I came out of the go-kart I called the family. And I've never known them soooooo angry!

"But honestly it was beautiful. When I came home I was crying, crying, crying. We have those rebirths every day, and I'm thankful for the opportunity of learning more and more." ■

Boss Jackie Stewart was like a father figure to the emerging Rubens

Barrichello took an emotional first win at Hockenheim in 2000

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WRC REPORT: RALLY ESTONIA

ROVANPERA COMES OF AGE WITH DOMINATION ON RALLY ESTONIA FOR MAIDEN VICTORY

Graham Lister watched on as the young Toyota Yaris star didn't put a foot wrong in Estonia

Leaving the rest in his wake: Kalle Rovanpera

When Kalle Rovanpera reached the top of the World championship summit following his second-place finish on Arctic Rally Finland in February, he became the youngest driver in history to occupy such a lofty tenure in the WRC standings.

Last Sunday, the 20-year-old achieved another notable milestone when he won Rally Estonia for his first triumph at world level and a fifth consecutive victory for Toyota.

In doing so, the Finn broke his team boss Jari-Matti Latvala's record as the youngest WRC winner (*see Rally News*). He also scored Finland's 180th win in the championship to end a winless run for the country stretching back to November 2018 when Latvala won Rally Australia.

Having endured a rocky road since his Lapland podium, Rovanpera's result on his 34th start in rallying's top tier marked a huge change of fortune for a driver who hadn't completed a full rally distance since the Rovaniemi-based round almost five months ago.

"I have driven a lot in the Baltic countries and they have the same kind of fast and flowing roads as in Finland," Rovanpera said before the start in Tartu, Estonia's second-largest city in the south-east of the country. "I'm looking to turn things in a better direction for the second half of the season. I hope we will have a clean rally and good results again."

Rovanpera not only had a clean rally, he also delivered a performance that belied his age and experience to win the second Rally Estonia to count for WRC points by 59.9 seconds ahead of Craig Breen, Hyundai's best finisher following a disastrous home round for Ott Tanak.

Always in control, Rovanpera was fast when required but sensible enough to ease off the throttle when the damage to his rivals had been done, particularly when stages became notably rutted for the second pass.

The damage was effectively done, however, on Saturday's opening 14.62 miles, which Rovanpera completed 10.7s faster than Tanak and 14.3s quicker than Breen.

"That was something special," Breen said in response to his rival's effort. "I honestly did the best stage that I could. It was a little bit frustrating but in these narrow places when the road is a little more tricky it's difficult to get that last half a per cent to let it flow. Once Kalle had done that time it was a different objective for the rest of the weekend. I was blown away, hats off to him."

Having started Saturday's second leg 8.5s behind Rovanpera, Breen was now 22.8s adrift after SS10. The rally, as a contest, was all but over.

"Friday was really tight, but Saturday morning we could have a bigger gap already in the first stage," said Rovanpera. "We made it bigger on a few stages after that and then the gap was quite good so we could start to manage it quite well. On the final day I was just trying to drive with some pace, not to have any silly mistakes by slowing down too much. It went quite well. I didn't feel so big pressure. It was quite calm in the car."

While Rovanpera and co-driver Jonne Halttunen were sublime, three factors favoured the Finns in the searing Estonian sunshine.

Firstly, Toyota selected more narrow and more technical test roads to better suit Saturday's route and to also counter the set-up "weakness" that hampered the Yaris WRC in Estonia last season, according to team boss Latvala.

Secondly, by running sixth on the road on day one Rovanpera benefited from better traction and braking precision and made the advantage count with five Friday stage bests out of a possible eight.

Thirdly, there was Tanak's early-Friday demise. After going fastest on the day's opener to snatch the lead and relegate Rovanpera to third after the Finn won Thursday evening's superspecial, a front-right puncture on SS3 meant Tanak was 26.6s slower than stage winner Breen and down in seventh overall. But things would get a whole lot worse on SS4.

"I went wide in a corner and basically I went on the field and during that I knocked off two tyres," Tanak said. "I had another two punctures and obviously we had no spares anymore and it was not possible to continue."

With the Tanak threat in ruins, Hyundai hopes switched to Breen. While the youngest member of Toyota's quartet, Rovanpera, now led, albeit by a scant margin of 0.2s over Breen after four stages.

That Breen was still in the fight not only owed plenty to his pace, but also to his resolve after back-to-back delays on SS3 and SS4.

After getting caught in dust thrown up by Gus Greensmith's slow-moving Ford Fiesta, Breen was then flagged down by an over-cautious marshal on the next stage when Greensmith parked his stricken M-Sport entry with an engine glitch.

Although organisers were quick to hand back the time to the Irishman, the loss of momentum hardly helped. But with co-driver Paul Nagle a calming influence, Breen kept his composure and went quickest of all on the penultimate stage of day one.

Following Rovanpera's heroics on

RESULTS

World Rally Championship round 7/12

Event: Rally Estonia **Where:** Tartu, southeast Estonia **When:** July 15-18

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Kalle Rovanpera/Janne Halttunen	Toyota Yaris WRC	2h51m29.1s
2	Craig Breen/Paul Nagle	Hyundai i20 Coupe WRC	+59.9s
3	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 Coupe WRC	+1m12.4s
4	Sebastien Ogier/Julien Ingrassia	Toyota Yaris WRC	+1m24.0s
5	Elfyn Evans/Scott Martin	Toyota Yaris WRC	+2m07.1s
6	Teemu Suninen/Mikko Markkula	Ford Fiesta WRC	+7m07.3s
7	Pierre-Louis Loubet/Florian Haut-Labourdette	Hyundai i20 Coupe WRC	+8m48.3s
8	Alexey Lukyanuk/Yaroslav Fedorov	Skoda Fabia Rally2 Evo	+10m16.1s
9	Andreas Mikkelsen/Ola Floene	Skoda Fabia Rally2 Evo	+10m29.9s
10	Mads Ostberg/Torstein Eriksen	Citroen C3 Rally2	+10m46.6s

WRC2: Mikkelsen/Floene; **WRC3:** Lukyanuk/Fedorov; **JWRC:** Sami Pajari/Marko Salminen (Ford Fiesta Rally4) **Championship:** 1 Ogier 148; 2 Evans 111; 3 Neuville 96; 4 Rovanpera 96; 5 Ott Tanak 74; 6 Takamoto Katsuta 66; etc **Next rally:** Ypres Rally Belgium, August 12-15

Breen went on the defensive to make sure he secured second spot

Photos: Hyundai, Toyota Gazoo Racing, mcklein-imagedatabase.com

An off for Hyundai's Ott Tanak gave the home-town hero a deflated feeling on Rally Estonia

Thierry Neuville suffered more mechanical woe with his i20, but still managed to finish in third place

Saturday's first stage, Breen switched to preserving his impressively gained and richly deserved second place on his first start on gravel in a World Rally Car since the WRC's previous visit to Estonia last September.

After a puncture delayed him by 20s on Friday, Thierry Neuville completed the podium on the back of a tough final day. A starter motor issue meant he was late arriving for SS23 and a 10s penalty was handed out, while a sore eye forced him to swap places with co-driver Martijn Wydaeghe on the road sections.

But by keeping his closest title rivals – Sebastien Ogier and Efyn Evans – behind it was a case of mission accomplished for the Belgian, who has now finished third five times this season.

For Ogier and Evans, who placed fourth and fifth respectively in factory Toyotas, opening the road on Friday meant they were never in the thick of the battle.

PAJARI PUSHES ARMSTRONG ALL THE WAY

Jon Armstrong remains in the Junior WRC title fight after round three in Estonia but faces a new threat in the shape of 19-year-old Finn Sami Pajari.

Pajari, whose graduation to the JWRC last season was bankrolled by his country's ASN, scored his first win the category for identical Ford Fiesta Rally4s from M-Sport Poland. In a dominant drive, which included nine stage wins to Armstrong's five, Pajari completed the event with a 15-point advantage over Armstrong in the title fight with two rounds remaining, including the double-points Rally Spain finale in October.

"Coming into this event I said I'd be happy with a podium so target achieved," said Armstrong. "It could have been closer, we had some issues but so did [third-placed Martins] Sesks. It was a good steady rally with good pace but we stayed out of trouble when we needed to. Any issues we had we just stayed calm and got through."

Motorsport Ireland Rally Academy-backed William Creighton finished in sixth position.

Pajari put rivals in his shade

EVANS SURVIVES A DIFFICULT WEEKEND DESPITE LANDMARK

Turning 100 is usually a cause for big celebration. For Elfyn Evans, Rally Estonia 2021 – his 100th WRC start – was anything but.

Last season's championship runner-up won Rally Portugal in May having lost out on top spot to Toyota team-mate Sebastien Ogier in Croatia the previous month by 0.6s.

But after finishing second again to Ogier in Italy and by failing to go the distance in Kenya – where the Frenchman triumphed for a third time this season – Welshman Evans arrived in the Baltics 34 points behind the World champion.

By finishing Rally Estonia one place behind Ogier in fifth, Evans heads to round eight, Belgium's Ypres Rally, 37 points adrift in the title chase.

"It's been a difficult weekend overall for us," said Evans, who is co-driven by Scott Martin. "We tried to focus on the powerstage [on the final day] and did what we could there, but unfortunately it wasn't the performance we wanted. It's not been what we hoped or expected this weekend. I didn't really gel with it from the start and I never found my rhythm. That's something we have to put right."

After going fifth quickest on Friday's opener, Gus Greensmith had high hopes of a strong result in M-Sport's lead entry.

But an engine issue forced him to retire. He returned on Saturday and overcame a scare on Sunday when his car wouldn't start in parc ferme to finish a frustrating 32nd. Team-mate Teemu Suninen was sixth after an engine problem and puncture.

Welshman Evans felt unhappy after a lacklustre showing

LUKYANUK KEEPS HIS FEET ON THE GROUND WITH HIS SPEED

In one fell swoop European champion Alexey Lukyanuk upstaged the collective WRC2/WRC3 establishment by winning the RC2 category, underlined the competitiveness of the ERC and lived up to his fast and spectacular reputation by rolling on the powerstage.

Making his debut in a Skoda Fabia and with Yaroslav Fedorov co-driving him for the first time, Lukyuank last competed at world level in 2017.

Since then the Russian has won the ERC title twice, suffered serious injuries in a freak head-on collision during a test in his homeland that claimed the life of the co-driver of another car, and battled a perennial lack of cash.

It was only thanks to the generosity of one of the drivers he coaches, Alexander Rzhevkin, that he was competing on Rally Estonia, an event he won outright in 2015.

"You never can expect to be so fast and so consistent because when you know the start list you expect an enormous fight and fierce battles at every level," Lukyanuk said after winning WRC3 ahead of WRC2 winner Andreas Mikkelslen in a fine eighth overall. "We were hoping to get to the podium in our category but it's on top of our expectations [to win]."

The 40-year-old is no stranger to crashing at key moments and his roll on the powerstage, which he started 52.4s in front of Mikkelslen, was classic Lukyanuk.

"I saw the video from the outside and it looks [like] I was quite optimistic in this specific place," he said. "Over the jump I did not take into account the ruts and it caught me bad, we rolled two times. Big luck we landed on the wheels and I finished the stage. Actually it was a sandbox inside our with lots of gravel. But the greatest thing is we finished and finished first."

Lukyanuk still won despite a double roll on the powerstage

Advertising enquiries: 01732 446757

SHELSLEY WALSH NOSTALGIA

THE SUN SHINES ON SHELSLEY AS IT

Paul Lawrence picks out his highlights on the Worcestershire hill last weekend

Photos: Ben Lawrence

The sun blazed down on Shelsley Walsh as the annual Classic Nostalgia weekend entertained a healthy crowd. A raft of period cars contested the classes but the undoubted highlight were the rally cars from the Ralli22 movement.

Aside from timed competition on the hill, there were demonstration runs by an eclectic range of cars, owners' club gatherings, live music and even an air display to add to an overall party atmosphere.

Despite an entry reduced by Goodwood casualties, there was still a good field of rally cars from the Group B, Group A and early WRC eras. Will Nicholls topped Saturday with a 32.95 seconds best in his Subaru Impreza WRC but Niall Moroney needed only one timed run on Sunday in his similar car to set the mark at 31.89s.

From the other classes, George Brown really attacked the hill in his Mallock Mlk17 to be the only sub-30s runner all weekend and he did it four times in two days with a best of 29.29s as he bagged a pair of fastest times of the day.

EX-RICHARD BURNS SUBARU IMPREZA

The ex-Richard Burns Subaru Impreza S5, S14 SRT, was a rally star of Classic Nostalgia, running in 2000 Safari Rally specification.

S14 SRT came from the Prodrive collection to do some demonstration runs and mark the 20th anniversary of Burns winning the World Rally Championship. The car ran in full Safari trim, with extended ground clearance and a roof-mounted exhaust system to cope with the deep water that typified the event.

Burns and Robert Reid rallied S14 SRT three times in 1999, starting in New Zealand where they retired with gearbox problems. They took second place in China and then won the Rally GB, beating team-mate Juha Kankkunen by nearly two minutes on the Cheltenham-based rally.

On the opening day of spectator stages, Burns famously went head-to-head with Colin McRae on the superspecial on the Silverstone rally sprint course and bettered his rival by eight-tenths of a second. S14 SRT was then used for a final time on Safari Rally Kenya in the spring of 2000, which was Burns' first win of the season. The daunting Safari marked the last factory appearance for S14 SRT as the 2000 specification Impreza was introduced for the next round in Portugal.

BRM P154 CAN AM CAR

The Can-Am BRM P154 once raced by Pedro Rodriguez is not the obvious machine for the narrow ribbon of asphalt in rural Worcestershire. But thanks to the determination of brothers Andrew and Stephen Hepworth to preserve and run the cars of their late father, David, the 1971 Can-Am car was a real highlight.

While Andrew demonstrated the magnificent 4WD Hepworth FF taken to hillclimb glory 50 years ago by his father, former F3 racer Stephen guided the monstrous BRM up the hill on what was probably only its third run in public since 1975. The family team completed its restoration in time for Goodwood in 2016 but elected to miss the Festival of Speed this year and focus resources on being ready for Shelsley. "It was basically mothballed in 1974 and it was there in bits until we started the restoration in 2015," said Stephen. David had bought the entire project from BRM and raced the P154 in Interserie races in Europe. It runs a period-correct 8.1-litre Chevrolet V8.

"This is its first time here and it's very wide, especially when the door came open," said Stephen on Saturday. "The acceleration from the Top Ess up to the finish line, it was just pulling like a train. Absolutely awesome!"

THE CHEVROLET FIRENZA MONSTER

When it comes to entertaining the fans, few cars and drivers can rival the spectacle delivered by the outrageous Chevrolet Firenza Can-Am of Mick Strafford and the combination was a real weekend highlight, running within the Ralli22 field.

In normal trim, the Firenza runs a 465bhp engine, but the demonstration engine as used at the weekend pushes out well over 500bhp. "Hence it vapourises the tyres," said Strafford.

The Chevrolet V8-engined Vauxhall is built to the same specification as the cars rallied in South Africa in period and the monster device is regularly driven by Jimmy McRae. "Jimmy's not a rock ape like I am," admitted Strafford, who left huge tyre marks all the way off the start line up to the triangle. A cloud of Pirelli vapour over the start area marked each run and the sensational noise of the Chevvy V8 via a side-exit exhaust system left onlookers stunned.

"This is such a wonderful event and I'm only here to entertain myself and the crowd," said Strafford. "When I built it, I hoped it would be popular." It certainly was, making a fantastic noise and spectacle on each of its runs as many fans voted it the car of the weekend.

INDULGES IN A WEEKEND OF NOSTALGIA

PAUL MATTY CHAMPIONSHIP HITS 30

For three decades, the Paul Matty Lotus Championship has been part of countless hillclimbs at the Midlands venues as well as speed events further afield. Conceived and still run by Lotus specialist Matty, it is home to anything bearing a Lotus badge.

At Shelsley Walsh, that 30th anniversary was marked by a double-header, forming rounds six and seven of this year's 10-event season. The main championship runs on a handicap basis, so road-going Elans have as much chance of winning the title as a Formula Atlantic Lotus 69 single-seater. However, there are also scratch competitions.

"From a business point of view, we eat, sleep and drink Lotuses. When I got to 40, I got six mates and I said well, we're going do the Prescott school together. So we did that and then Jeremy Bouckley suggested I try and start a championship.

"It's worked over the years. We have the odd person that's drifted away, but the majority just stay and they love it."

The result is regular entries of around 30 Lotuses, ranging from Elans to Elises and classic single-seaters of the 1960s and 1970s. Matty and his wife June are regular contenders in a 35 Formula 2 and a 69 Formula 3 car, respectively.

CLASSIC FORD ESCORT Mk2 TURNS HEADS

Setting aside his British Hillclimb Championship Gould for the weekend, Graham Wynn switched to his ex-Bjorn Waldegard Ford Escort Mk2 for the Ralli22 competition.

The famous ex-works car registered 'VHK 74S' was first rallied by Waldegard in Sanremo in 1977, finishing fifth.

It was then used by Russell Brooks the following year to win the Circuit of Ireland. After a return to the works, it ran in wide-track format for Waldegard on the 1979 Monte Carlo when he was denied victory by the actions of some French spectators.

It then spent some time with the privateer Publimmo team, with Ari Vatanen using it on the 1980 Monte Carlo. Later, it came back to England for restoration and has been with Wynn for about four years. It's back in Waldegard's 1977-spec is looking better than ever, though an engine issue curtailed Wynn's running.

The car is too valuable to be used other than in demos. Wynn will go rallying again as he has a 2.4-Millington-engined Escort Mk2 that he hopes to use on closed road events.

EX-COLIN McRAE FORD FOCUS

Graeme Sherry ran the stunning ex-Colin McRae Ford Focus WRC, X4 FMC, in Ralli22.

When new, the Focus was first driven by McRae in Portugal 2001 but retired with a blown engine. It was then used by Francois Delecour and suffered a major accident in Australia later in the season, which left co-driver Daniel Grataloup injured.

Over the winter, M-Sport rebuilt it as a 2002-spec car and used by Marko Martin and Francois Duval. Most recently it was used in UK rallying by Michael O'Brien after spending some time in Hungary but has now been beautifully restored to McRae's 2001 Portugal specification and livery by the team at Paul Benn's workshops in Cumbria. It has also been reunited with its original registration

Sherry has owned it for a couple of years but has used it very little and Shelsley Walsh was its first proper public outing since being restored. "It's brilliant to have a McRae car," said Sherry, who rallies a Subaru Impreza in the Scottish Rally Championship. "It won't be a museum piece and it will be used."

MURRAY WALKER MEMORIAL PLAQUE UNVEILED

The late Murray Walker was honoured at Shelsley Walsh by the unveiling of a memorial plaque presented by the Worcester Civic Society and mounted on the startline commentary box known, a structure known as 'Vox Villa'.

The plaque celebrates the fact that the 25-year-old Walker got the chance to make his commentary debut at Shelsley Walsh in 1948 when the intended commentator didn't arrive. The Worcestershire hillclimb was one of the first UK motorsport venues to reopen after the Second World War.

The plaque was unveiled by his friend and colleague Simon Taylor, who was also competing at the weekend in his mighty Stovebolt Special. "Murray was absolutely genuine," said Taylor. "He was an enthusiast, and he loved motor racing. He was a prodigious worker, and that underpinned his commentary. I was lucky enough to work with him a lot. When he was here in 1948, he knew this was his chance as he knew that someone from the BBC was here."

RUMBLING McLAREN M10B

Regular pilot Matthew Wurr demonstrated the famous ex-Peter Gethin Formula 5000 McLaren M10B of Mark Longmore at Classic Nostalgia, half a century after Gethin won the 1970 Guards Formula 5000 Championship.

It was the first time car and driver had been to Shelsley Walsh and marked the machine's return after the block split during testing at Silverstone last autumn.

"We've got Silverstone gearing in it so we're starting in second gear and only taking third on the finish straight," said Wurr. "The Esses is so difficult. There's not a lot of room and it's all a bit of an eye opener!"

Advertising enquiries: 01732 446757

PREVIEW

KRISTOFFERSSON CHANGES LANES AS HE HUNTS A FOURTH WORLD CROWN

Hal Ridge looks at what could be a mouth-watering World rallycross season in 2021

Rallycross benchmark Johan Kristoffersson has new challenge

Team Hansen has worked hard to unlock pace from Timmy's (above) and Kevin's Peugeot 208 machines

World champion Mattias Ekstrom's quote in the press release that welcomed triple World RX title-winner Johan Kristoffersson into the EKS JC squad for 2021 was delivered slightly tongue in cheek, but was full of truth.

"If you can't beat him, join him – it's as simple as that," read Ekstrom's words. After all, Ekstrom did spend all of 2017, 2018 and 2020 trying – and failing – to beat his compatriot to the drivers' crown.

Like Ekstrom, Kristoffersson missed the 2019 World RX season following the departure of the big-budget manufacturers and although the 32-year-old returned last year and scooped a third crown in the VW Motorsport created Polo Supercar, it was run under the Kristoffersson Motorsport family team banner.

The name above the door might have been different and some of the personnel came from Arvika rather than Hanover but, ultimately, it wasn't such a dissimilar effort.

The man who fought Kristoffersson closest for the drivers' crown last year, fellow returnee Ekstrom, didn't originally intend on racing in the full season and has no plans to appear this year.

But things are different now for his team too, which has forged stronger links with Joel Christoffersson's JC Raceteknik outfit and, having recruited Kristoffersson into one of its Audi S1s as team-mate to Belgian Enzo Ide, who is contesting his maiden full World RX campaign.

Kristoffersson and Ekstrom have stood out from the crowd in World RX over the last seven years not only as both have vast experience from a variety of disciplines, but as drivers who can see the bigger picture. It isn't a coincidence that a firm allegiance to the VAG group that goes way back to Kristoffersson's father Tommy's competing days helped the decision to join the team, but for Kristoffersson to be recruited by the team Ekstrom shares ownership of is a masterstroke for both parties.

In the same vein that Lewis Hamilton has received criticism for winning just because he has the best car, Kristoffersson has had the same statements levelled at him. This year, knowing that there is very little to choose in the World RX pace stakes between the EKS JC Audi S1s, the Team Hansen Peugeot 208s and the GRX SET Hyundai i20s, Kristoffersson has a golden opportunity to prove once and for all that it isn't just the car.

The Swede knows he does not really need to prove anything to those who know how hard he works and how fine the details he goes into are.

EKS JC team principal Joel Christoffersson tells MN: "I've known Johan a long time as a friend and I was actually a mechanic for him on a Porsche about 10 years ago, so it's nice to have him in the team. As Johan has been in a family team, he knows how hard work it is to get everything together, he's a really nice guy to have and perfectly suits the team here.

"His knowledge and experience

Photos: World RX

LEADING ENTRIES

World RX Championship

NO	DRIVER (NAT)	TEAM	CAR
*1	Johan Kristoffersson (SWE)	KYB EKS JC	Audi S1
*91	Enzo Ide (BEL)	KYB EKS JC	Audi S1
*21	Timmy Hansen (SWE)	Team Hansen	Peugeot 208
*9	Kevin Hansen (SWE)	Team Hansen	Peugeot 208
*68	Niclas Gronholm (FIN)	GRX SET	Hyundai i20
*23	Krisztian Szabo (HUN)	GRX SET	Hyundai i20
*69	Kevin Abbring (NED)	Unkorrupted	Renault Megane
7	Timur Timerzynov (RUS)	GRX SET	Hyundai i20
44	Timo Scheider (GER)	Munnich Motorsport	Seat Ibiza
18	Juha Rytkonen (FIN)	Betomik Racing	Ford Fiesta

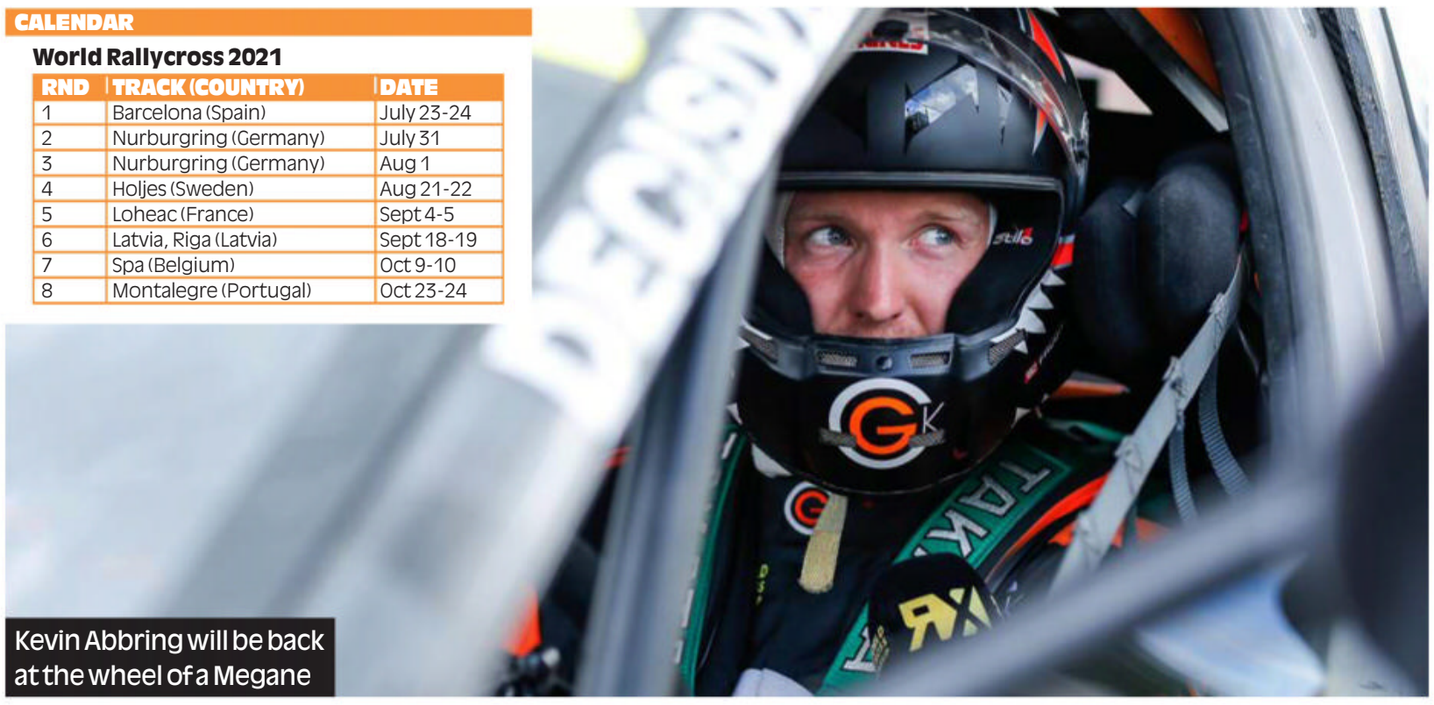
* = full-season entries

Gronholm will aim to improve on fourth in 2020

CALENDAR

World Rallycross 2021

RND	TRACK (COUNTRY)	DATE
1	Barcelona (Spain)	July 23-24
2	Nurburgring (Germany)	July 31
3	Nurburgring (Germany)	Aug 1
4	Holjes (Sweden)	Aug 21-22
5	Loheac (France)	Sept 4-5
6	Latvia, Riga (Latvia)	Sept 18-19
7	Spa (Belgium)	Oct 9-10
8	Montalegre (Portugal)	Oct 23-24



Kevin Abbring will be back at the wheel of a Megane

as a race driver is huge, so it's a big benefit for us to have him for sure."

Thirty-one-year-old Christoffersson knows the benefit of tapping into Kristoffersson's knowledge of VW's dominant Polo. He adds: "It was quite a different situation when he jumped in the Audi for the first time, you know he's coming from the best car in the world, getting into another car that we know is good, but as always there were some small changes. He's done some tips here and there and he's learned also from us too, so I think the package together will be very good. It feels very competitive."

To fight for both titles this year, Christoffersson knows that Ide also needs to deliver, and the Belgian has shown good pace in the first six RallyX Nordic rounds so far this year.

"We know he has the speed, in testing he is really fast, but he still struggles a bit in the race situations," says Christoffersson. "We need to work on that, but if he has a little bit more luck too, then I think we can do very well. The semi-finals are the main aim for Enzo at every race, but of course we want to be in the final and to do everything we can to win the championships as both team and driver. There will be strong competition, but our expectations are that we want to fight for both championships. Johan is clear that he wants to win a fourth title and we will do everything we can to help him to do that."

More than ever, though, it's far from certain that any team will dominate in World RX this term. The Hansen squad will again field brothers Timmy and Kevin, both of whom, like Kristoffersson, have been competing in the new Extreme E series this year. It has been working hard to extract even more performance from its Peugeot 208s – what the Swedish team is describing as its last ICE machine.

The Audi and Peugeot outfits have been in title battle before. In 2019 Andreas Bakkerud raced an EKS-run Audi S1 and he and Timmy Hansen drew level on points at the conclusion of the season. Hansen claimed the title on wins countback.

Marcus Gronholm's GRX SET team, headed up by Jussi Pinomaki, has been competing in RallyX Nordic events, and testing under the radar in Finland. Like Hansen, GRX didn't show the pace it was capable of often enough last year.

But if both Gronholm's and the Hansens' outfits can take on Kristoffersson in the Audi this year, it will be a mouth-watering prospect at the front of the order.

Among the seven permanent drivers in the field, Kevin Abbring will be one to watch in the Unkorrupted-run Renault Megane, a satellite arm of the GCK squad. The Meganes befell dismal fortune last year but showed moments of pace with Bakkerud, Liam Doran and Anton Marklund. With better reliability and the resurgence pace Abbring showed on his one-off outings in a Skoda Fabia in 2019, the pair could spring a surprise this season.

On top of the permanent drivers, wildcard entries drivers are expected at every round, with a 17-car field for the season-opener this weekend. Among those, double DTM champion Timo Scheider, continuing to drive for the Munnich Motorsport squad, and Juha Rytkonen, who claimed an incredible debut podium in World RX last season with an GRX Hyundai and is back for more this term with an M-Sport-built Ford Fiesta.

Eight rounds over seven weekends make up the 2021 World RX schedule, but with the first three rounds, in Barcelona this weekend then a double-header at the Nurburgring the following weekend, taking place in the next 10 days, soon enough we will know where the form lies this season. ■

Christoffersson: very optimistic

"We have already learned some tips from Johan"

Joel Christoffersson

Runners will get to grips with the new electric RX subdivision

Teenager O'Donovan to break new ground in RX2e electric division

While Oliver Bennett will fly the Union flag in the top-tier World RX division in the opening three rounds of the season in Spain and Germany, the BMW Mini campaigner only has plans to compete in a part campaign.

With no other Brits on the permanent entry lists in either World RX or the Euro RX internal combustion-engined categories, 17-year-old Patrick O'Donovan will be the UK's sole permanent representative on track this year, making his international bow in the inaugural FIA RX2e campaign for electric cars.

The FIA and World RX Promoter are pushing ahead with plans to switch the RX1 (Supercar) category in World RX to electric cars for next season and, while former Promotor IMG ran the Projekt E electric class at World RX events last year, the single-make RX2e series is the first fully FIA-sanctioned electric series in rallycross.

The cars, which use an evolution of the spaceframe chassis and a four-wheel-drive platform conceived for the successful RX2 category, are powered by a motor at each axle, delivering 250kW and 510Nm torque.

The machines have been developed between Spanish EV specialist QEV and Swedish rallycross outfit OlsbergsMSE.

O'Donovan, who currently leads the RX150 Rallycross Championship in the UK, tested an RX2e car for the first time at Calafat in Spain recently ahead of his four-wheel-drive debut.

He said: "My first impressions of the car were very positive, I had never driven a four-wheel-drive car with as much power and it was a pleasure to drive, it has extremely good handling and amazing torque. The car is very different to the RX150 that I'm used to but they have one big similarity and that's how precise you have to drive them both to be efficient and quick."

Along with his training exploits as part of the Motorsport UK Academy, O'Donovan has been using video games simulation to help him prepare to race with his more experienced rivals for the season-opener, including Jamaican Fraser McConnell, Belgian Guillaume de Ridder and Finn Jesse Kallio.

"I've actually been preparing for Barcelona by playing video games with a few friends online, using DiRT and iRacing that have that track on them" he explains. "My honest hopes for the season are to be strong in the semi-finals and I would be hoping to make some finals so I can prove my worth, but I want to be consistent so I can do well in the championship, and use the opportunity to learn."

British veteran Mark Flaherty will also compete in the opening round of the electric series.

Advertising enquiries: 01732 446757

RACING REPORTS

Photos: Mick Walker

DONINGTON PARK: MGCC BY GRAHAM KEILLOH — JULY 17-18

Straightline speed helped Buckley (20) beat Williams

MG Trophy's Kirkpatrick (3) and Burgess (16) battled, and this time clashed

BUCKLEY IS BACK AT THE FRONT WITH DOUBLE TOMCAT VICTORY

In 2021, the MG Cup's fight for first had been largely a tale of two drivers: Mike Williams in his Metro and Morgan Short in his MG ZS 180. Short was unable to compete at Donington Park last weekend as his rebuilt engine overheated in Friday testing. But Williams had a new foe, or rather a not-so new one.

The category's 2019 champion Richard Buckley, after dropping down a class in 2020, is back this year in his frontrunning Rover 220 Tomcat Turbo and in both Donington races he relegated Williams to second.

Buckley said: "This is my best circuit, and it does suit the car. [In race one] I managed to get past Mike and we had a good tussle. [In race two] I didn't make the best start, and I managed to get past Mike, and I managed to get Matt [Simpson] into Coppice. And watching them fight is good – just giving me a little bit of breathing space. Once I had the breathing space I could pretty much run at my own pace."

Williams meanwhile explained: "I'm never going to win at Donington because of the pace of the Tomcats. Having led both races the car just passes you on the straight; there's nothing you can do."

The MG Trophy in 2021 has had a similar pattern to MG Cup. Sam Kirkpatrick and Fred Burgess have battled for first virtually every time, though Kirkpatrick always prevailed.

And sure enough, in Leicestershire's race one Kirkpatrick made it seven wins from seven this year, holding off an aggressive Burgess in a red-flag shortened race. Race two was a similar affair, but matters came to a head on the final lap. Burgess got alongside Kirkpatrick out of Old Hairpin and they touched. Burgess spun, dropping to ninth.

Kirkpatrick continued and was first to the flag but was docked five seconds for an unsafe track rejoin, which relegated him to third with Doug Cole declared winner. Kirkpatrick reckons nevertheless that his points total, with one meeting remaining, is untouchable. Mark Eales meanwhile claimed two wins in the Metro Cup, which shared a grid with MG Cup.

The Midget & Sprite Challenge was also a matter of returning familiar faces. Frontrunner David Morrison made his first appearance of the season while 2018 champion Steve Collier was a surprise last-minute returnee, having bought back his old car the day before qualifying. The pair dominated and shared the wins: Morrison held Collier off in race one while in race two Collier passed Morrison at mid distance.

Ollie Neaves continued his BCV8 championship domination, bagging two more victories. The Cockshoot Cup also had a double winner, albeit a less likely one in Karl Green who took his first two overall wins in the category.

Tom Hardman in his MG Bellevue Special won the first pre-War Triple-M contest, while his closest chaser Harry Painter exited at Redgate when his left-front stub axle broke. Hardman wasn't present for race two and Painter's father Mike took victory.

Bill Lancashire won the Morgan opener, then Lancashire's son Howard took over for race two and, starting from the back, rose to finish second behind victor Oliver Pratt.

Bernardo Hartogs in a Lotus XV and Richard Wilson in a Maserati 250S won Equipe's three-hour relay via lengthy and consistently fast stints. In the first Equipe 40-minute sprint race Jamie Boot's powerful TVR Griffith got the better of Jon Harmer's fine-handling Lotus Elan 26R, then Harmer retired late on with a plug lead problem. Cliff Gray and Will Nuthall restored Elan honour by winning the second Equipe sprint, passing Boot late on.

RACE WINNERS

Morgan Challenge
Race 1: Bill Lancashire (Morgan +8)
Race 2: Oliver Pratt (Morgan +8)

MGCC Triple-M Racing Challenge
Race 1: Tom Hardman (MG Bellevue Special)
Race 2: Mike Painter (MG Kayne Special)

Equipe Sprint Race – Grid A
Jamie Boot (TVR Griffith)

Equipe Sprint Race – Grid B
Cliff Gray/Will Nuthall (Lotus Elan 26R)

Equipe Three Hour Classic Relay
Bernardo Hartogs/Richard Wilson (Lotus XV/Maserati 250S)

MGCC BCV8 Championship
Races 1 & 2: Ollie Neaves (MGB GT V8)

MGCC Cockshoot Cup
Races 1 & 2: Karl Green (MG ZS180)

MG Midget & Sprite Challenge
Race 1: David Morrison (MG Midget)
Race 2: Stephen Collier (MG Midget)

MGCC MG Cup
Races 1 & 2: Richard Buckley (Rover 220 Tomcat Turbo)

MGCC MG Metro Cup
Races 1 & 2: Mark Eales (Rover Metro GTi)

MGCC MG Trophy
Race 1: Sam Kirkpatrick (MG ZR 190)
Race 2: Doug Cole (MG ZR 190)

Maserati paired with Lotus for relay win

KNOCKHILL: SMRC BY STEPHEN BRUNDSON — JULY 18

COLVILLE CLIMBS TO POINTS SUMMIT WITH FIESTA BRACE

Dave Colville moved to the top of the Scottish Fiesta ST Cup points standings with a pair of victories at Knockhill last weekend.

The defending champion staved off a stern challenge from last year's title rival Steven Gray in each encounter, the pair having come into the weekend tied on points.

Colville started from pole in race one and had the measure of Gray throughout, despite the latter briefly seizing the advantage with a dive-bomb move at the Hairpin. Colville had better traction on exit and reclaimed the lead that he kept until the end.

The form continued in race two, with Gray again chasing Colville and being the fastest car on track but unable to find a way past.

Colville edged Gray to the line by a combined total of seven tenths across both of the races while Simon Smail and Mark Dickson took a third place apiece.

John Kinmond took his Rover 3500 to a pair of wins in the Scottish Classics as Bruce Mitchell moved into the lead of the championship.

Double champion and erstwhile points leader Alastair Baptie, meanwhile, endured a nightmare weekend after a first mechanical failure in five years for his Fiat X1/9.

Michael Weddell did his Mini Cooper Cup title aspirations no harm at all with a hat-trick of victories. He led from pole in race one, beating Chad Little and Neil Hose, before doubling up in the second race.

Despite the reversed-grid third race placing Weddell eighth in the starting order, he charged through to victory ahead of Minimax team-mate Craig Blake with Dylan O'Donnell third.

Dan Martin and Ross Dunn each scored a Scottish C1 Cup race win, to leave the pair level on points heading into round three.

Martin won from pole in the opening 10-lap race, before finishing fifth in race two, while Dunn improved on his third place in the first race to win the second from twice runner-up Colin Main.

Jordan Gronkowski secured another brace of Scottish Formula Ford 1600 wins, beating the Rays of Neil Broome and Graham Brunton Racing's Michael Gray in both encounters.

Photo: Jim Moir

Reigning champion Colville (52) moved back to table top

RACE WINNERS

Scottish Fiesta ST Cup
Races 1 & 2: Dave Colville

Scottish Classic Sports and Saloon Car Championship
Races 1 & 2: John Kinmond (Rover 3500)

Scottish Mini Cooper Cup
Races 1, 2 & 3: Michael Weddell

Scottish Mini Cooper R53 Cup
Races 1 & 2: Jamie Blake

Scottish C1 Cup
Race 1: Dan Martin
Race 2: Ross Dunn

Scottish Formula Ford 1600
Races 1 & 2: Jordan Gronkowski (Van Diemen JL012K)

RACING REPORTS

Photos: Steve Jones, Jakob Ebrey

SNETTERTON: 750MC BY ADAM WELLER — JULY 17-18

First outing in Class A brought Roadsports glory for James Munro

Martin West was forced to look to his mirrors in Locost opener

BUSY LOTUS DOUBLES UP BUT ONLY WINS ONCE

The 750 Motor Club's first Snetterton visit of 2021 provided numerous nail-biting finishes in temperatures of up to 30 degrees.

In Saturday's Roadsports race, John Munro claimed overall victory on his debut in Class A, driving the Lotus Elise usually piloted by Alan Henderson. The Scottish racer quickly built a lead which he maintained and gradually extended across the early stages. His win would be aided by a mid-race safety car which picked up second place rather than himself, granting him the best part of a lap as a cushion for the last few tours.

That same Lotus would also perform well the following day during the two-hour Club Enduro race, this time back in the hands of Alan Henderson. After taking an early lead, Henderson would build an advantage over the pack, before a safety car just prior to the halfway point brought a majority of the field in to serve the mandatory pit stop.

After the stops, Henderson continued to lead. However, a recurring misfire on Henderson's car saw Rob Baker and Carl Swift's Seat Leon Eurocup continue to close in, and eventually pass with three laps remaining; the pair finished in that order, with Andy Schulz finishing third in the BMW shared with Matthew Hampson.

In Locost, Martin West claimed race one, while Craig Land took honours in the other two encounters. All three races were decided by less than a tenth, and the drag race home in their last run was declared for Land by merely a hundredth of a second.

The Sports 1000 races also featured impressive action.

Ryan Yarrow came out on top in the first encounter, after a race-long pursuit of Victor Neumann finally paid dividends at Williams on the penultimate lap.

In race two, Michael Roots was firmly in the lead scrap during a lengthy exchange between himself, Neumann and Yarrow. Roots would eventually claim the win after several lead changes and defences forced by the slipstream down the Bentley straight.

In the Toyota MR2 Championship, honours were shared between Shaun Traynor and Aaron Cooke. The two drivers continued their contest in Class C for the newest MR2 Roadster, and both drivers remain in contention to become the first overall series champion from that class.

Adam Shepherd took two dominant victories in the Type-R Trophy, in spite of a car that understeered too much for his liking in race one. The crew made changes for race two, which seemingly bolstered the ex-Ginetta racer's already impressive exploits against fellow title contender Lee Deegan and the chasing pack.

RACE WINNERS

Armed Forced Race Challenge
Race 1 & 2: Paul Cook (BMW M3 E46)

Type R Trophy
Race 1 & 2: Adam Shepherd (Honda Civic Type R)

Locost
Race 1: Martin West (Locost); **Race 2 & 3:** Craig Land (Locost)

Roadsports
John Munro (Lotus Elise)

Sports 1000
Race 1: Ryan Farrow (Spire GT3S); **Race 2:** Michael Roots (Mittell MC-53)

Formula Vee
Race 1: James Harridge (Maverick); **Race 2:** Daniel Hands (AHS Dominator MK2)

Alfa Romeo
Race 1 & 2: Barry McMahon (Alfa 156)

Toyota MR2
Race 1: Shaun Traynor (Toyota MR2 Roadster); **Race 2:** Aaron Cooke (Toyota MR2 Roadster)

Historic 750 Formula
Scratch: Richard Prior (JGS III); **Handicap:** Gerry Fincham (DNC MK5)

All Porsche Trophy
James Coleman (Porsche Cayman)

Club Enduro
Rob Baker/Carl Swift (Seat Leon Eurocup)

MONDELLO PARK: ICCR BY LEO NULTY — JULY 17-18

BYRNE CEMENTS HIS JUNIOR PROGRESS WITH FIESTA VICTORY

There were two days of great racing at Mondello Park which impressed the spectators, who were allowed back into the venue for the first time in 2021.

Class newbie Jack Byrne took an impressive first Fiesta ST win at Mondello Park on Sunday, the reigning Ginetta Junior champion fighting off a series of attacks from far more experienced drivers in the process. Series leader Graham McDonnell had taken the earlier race after a typically close affair, relieving Kevin Doran of first with a great move into Paddock Corner. Guesting in the absent Dave Maguire's car, Rod McGovern had shocked the regulars with pole position and led the first race until and electrical problem caused his retirement.

Michael Barrable took yet another Fiesta Zetec win and almost replicated it race two, his last-corner attempt only just being rebuffed by debut class winner Harry McGovern.

Jordan Kelly his first Formula Vee A race win, having pipped all the class favourites to pole. In race two reigning champion Anthony Cross took the win, with Kelly retiring. Paul O'Connell took the BOSS Ireland opener, while Sylvie Mullins just held off Aaron Gaughran and Jonathan Fildes in a thrilling second race.

Paul Flanagan took the first Future Classics race, and the Super Future honours. His Clio headed home Aidan Byrne's Toyota Celica, while in race two, Paddy Howley took his first win at the wheel of his MG. Niall Maher took his debut win in the Future Classics section in his Mazda MX-5.

Jackie Cochrane's Sunbeam Tiger blasted away from the opposition in the first HRCA race, but a pitstop in the second to check on a coolant leak meant Bernard Foley's MGBGT V8 took the honours.

Stephen Traub and Ulick Burke shared Irish touring car wins Championship wins, while Alan Watkins and Paul Parr did the same in the concurrently run Irish Supercars.

There were double wins for Enda O'Connor in Formula Sheane, Seamus Og Martin in Ginetta Junior Ireland, Shane Murphy in Seat Supercup and Michael Cullen in Strykers, while an on-form Rob Barrable won all three Legends races against stiff opposition.

RACE WINNERS

HRCA
Race 1: Jackie Cochrane (Sunbeam Tiger); **Race 2:** Bernard Foley (MGBGT V8)

Future Classics
Race 1: Paul Flanagan (Renault Clio); **Race 2:** Paddy Howley (MG ZR)

Irish Touring Cars
Race 1: Stephen Traub (Honda Civic EP3); **Race 2:** Ulick Burke (Honda Integra)

SEAT Supercup Ireland
Race 1 & 2: Shane Murphy

Formula Vee Ireland
Race 1: Jordan Kelly (Sheane); **Race 2:** Anthony Cross (Sheane)

Formula Sheane
Race 1 & 2: Enda O'Connor

Irish Legends
Races 1, 2 & 3: Robert Barrable

Formula BOSS Ireland
Race 1: Paul O'Connell (Dallara F3); **Race 2:** Sylvie Mullins (Gould GR37)

Irish Supercars
Race 1: Alan Watkins; **Race 2:** Paul Parr

Fiesta Zetec Championship
Race 1: Michael Barrable; **Race 2:** Harry McGovern

Fiesta ST Championship
Race 1: Graham McDonnell; **Race 2:** Jack Byrne

Irish Stryker Championship
Race 1 & 2: Michael Cullen

Ginetta Junior Ireland
Race 1 & 2: Seamus Og Martin (Ginetta G20)

OULTON PARK: CTA BY MARK PAULSON — JULY 17

PROCEEDING AT A RAPID PACE HELPS JAC CONSTABLE PREVAIL

Power Maxed Racing's Jac Constable claimed a maiden victory and Lewis Kent took another step towards retaining his TCR UK title in the Touring Car Trophy at the sell-out Tunerfest North event.

Constable was pipped to pole position by Power Maxed Racing team-mate Alex Morgan, the TCR Europe race winner making the first of two planned guest appearances. Morgan was carrying 30kg ballast as a newcomer, but the pair's Cupra TCRs were still lighter than the Hyundai i30 N TCRs of Kent, his younger brother Bradley (both Essex & Kent Motorsport) and Max Hart (Maximum Motorsport) due to the latest balance of performance and compensation weights.

Hampered by new brake discs after cracking his previous set in qualifying, Morgan's initial advantage was overhauled by Constable, who got a better run exiting the Island hairpin mid-race. Constable then eased to a nine-second victory despite an intermittent power-steering issue.

"It felt like a long time coming but I'm happy that it's done and dusted," said Constable, who lost a win at Castle Combe in May to a jump-start penalty.

Morgan hung on to second from Bradley Kent, who dived inside Hart for third at Druids. Lewis Kent, managing a clutch issue, was fifth.

Kent Sr jumped into an unassailable lead at the start of the sequel. Morgan repeated his earlier result via a demon getaway and a late mistake by Hart, who had passed him at Cascades, while problems for Bradley Kent (gearbox sensor) and Constable (his steering issue requiring a full reset) left the pair outside the top 10.

"We've shown that even with problems we can stay consistent," said the elder Kent. "That is what wins you championships."

Alistair Camp extended his Civic Cup points lead with a win and second place. New tyres helped Camp leapfrog polesitter Matt Luff in the opener, but he had to fight through from 10th on the grid in race two. Having passed Morgan Bailey with a final-lap cut-back exiting Old Hall, he fell just 0.5s short of maiden winner Rob Butler, the Irishman having demoted long-time leader Bailey with a similar move a lap earlier.

Jac Constable headed the TCR pack at Oulton Park

RACE WINNERS

Touring Car Trophy
Race 1: Jac Constable (Cupra TCR)
Race 2: Lewis Kent (Hyundai i30 N TCR)

Civic Cup
Race 1: Alistair Camp (EP3);
Race 2: Rob Butler (EP3)

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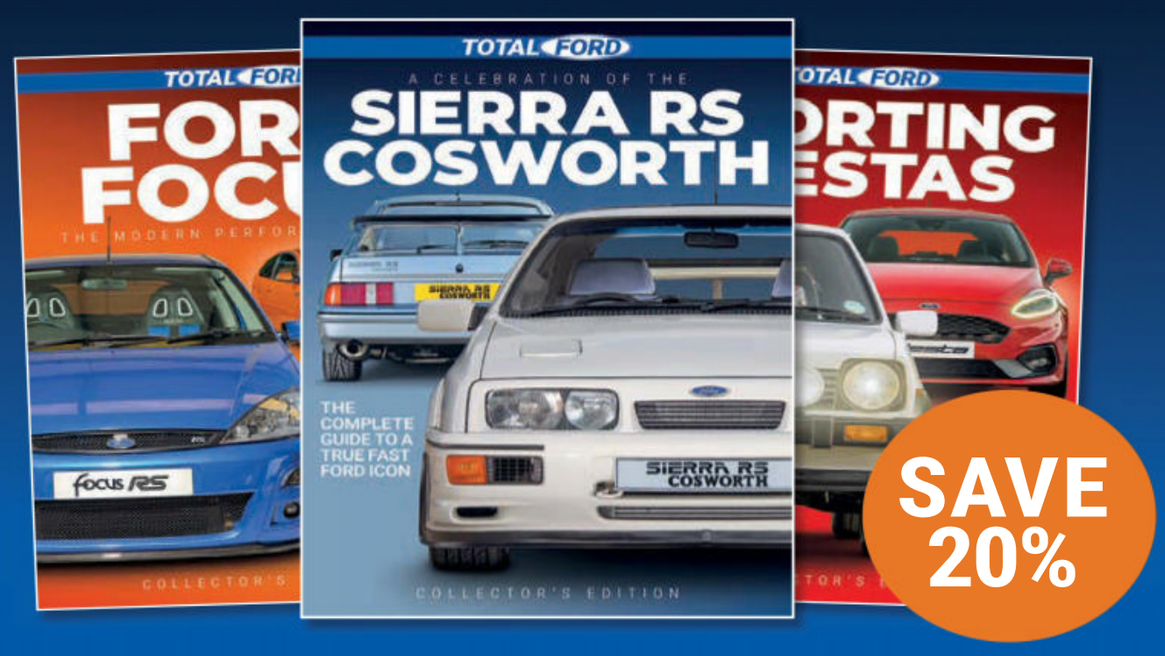

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COLUMNIST

SIMON TRAVES

The Assetto Motorsport boss and Ginetta driver is finding success in BriSCA F1 stockcar oval racing

Photos: Colin Casserley, Jakob Ebrey

Traves is having oval success

My reason for going into BriSCA F1 short oval racing is that with running the Assetto Motorsport team – that races Ginettas in British GT and elsewhere – and when I was racing in circuit racing, the championships only have seven or eight rounds and it was hard to fit that in around other working commitments. And in BriSCA F1 they race most weekends so I can go and race when I'm free.

Ending up racing in BriSCA – the open-wheeled, single-seater stockcar category – was a bit random though. It came about when I was racing in Ginetta GT5 Challenge. Someone I was racing against went and raced BriSCA F2 and they said they were enjoying it, so I went and had a go in BriSCA F2 myself and then I thought 'hmm, I may as well get an F1 now', and that's where we went.

As for adapting to a BriSCA stockcar from circuit racing, it's still a car at the end of the day but the contact side of things in stockcars is a lot different. You get hit out of the way, and the key there is to get the car into the corner as fast as you can and try and hold the hit so they don't get past you. So it's a lot different to circuit racing.

The driving style's a strange one with the BriSCA F1 car because that's not as different to circuit racing as you might think. To get the most out the car you've still got to be like you are in a circuit car in that you have to be smooth and keep the tyres under you.

But also you've got to be super aggressive and use the bumper to get people out the way, so it's all about preserving the car the best you can tyre wise but still getting forward with the bumper. It's a hard balance.

But I adapted pretty quickly to BriSCA F1 and I'm finding it alright at the moment. The first time I drove the Tarmac car was in a heat at Skegness and we finished second in that heat and then won the next two heats and we didn't really do any testing, we just went straight in and I was pretty much on the money straight away.

My first win in F1 was on shale, which was unexpected, when I won a heat at Northampton in late May. Then I won three heats in the British championship at Skegness, and then I had my first BriSCA F1 final win last month, at Ipswich. In finals there are always a lot of waved yellows so it's hard from early on; you're with the Red-graded drivers and the Superstars – which are the top two grades – straight away. So I was just happy to win it.

The final win wasn't a big surprise to me though. In the first heat at Ipswich the car was just a little bit off the pace but we made quite a lot of changes for the second heat and then the car finished first, so we knew that other than getting wiped out or having a problem with the car we were in a good position to win the final. And now I've gone up to Red grade.

Traves was more used to Ginetta competition

Traves had his first BriSCA F1 final win at Ipswich

The atmosphere in BriSCA reminds me of when I was karting: there is the quick turnaround of races, the event starts and it's normally pretty full on the whole time. Whereas in circuit racing there's a lot of downtime in between sessions, such as in British GT you can have five hours between the warm up and the race. So BriSCA is a lot more quick fire.

It's also a lot more of a family environment in a BriSCA paddock and it's a lot more like grassroots motorsport even though it's the top of their sport. Everyone will talk to each other and have a lot more fun; it's not got quite as serious as circuit racing.

My plan is to keep competing in BriSCA F1 for as long as possible, and hopefully when we get in a position when we're competitive all the time we can then try and do as many meetings as we can.

And I definitely recommend other people in circuit racing having a go at it. It's surprising how much enjoyment you actually get out of oval racing. At times I enjoy it more than I ever did any circuit racing.

"In BriSCA F1 you have to preserve tyres and make up places using your bumper"

Advertising enquiries: 01732 446757

RACING REPORTS

Photos: Motorsport Images

BRITISH GRAND PRIX SUPPORTS: FIA FORMULA 2 BY DAVID ADDISON — JULY 17-18

Shwartzman benefited in the first sprint race to inherit a race lead that he would not lose

Tactical pole position helped Verschoor to a win in second sprint

PIASTRI SHOWS THAT CONSISTENCY PAYS IN FORMULA 2

Three different winners across the FIA Formula 2 championship races underlined how the extra, second, sprint race is creating the need to be consistent. Oscar Piastri (Prema Racing) didn't win a race all weekend but by banking points, and his rivals having their own dramas, he left Silverstone ahead in the championship.

Piastri's weekend started well with pole position for Sunday's feature race and improved when the lights went out for the opener as championship leader Guanyu Zhou (Uni-Virtuosi) spun at The Loop on the opening lap and couldn't restart. That allowed Piastri's team-mate Robert Shwartzman (who had caused a red flag in qualifying by spinning at Stowe) to move into the lead chased by Juri Vips (Hitech Grand Prix) and Christian Lundgaard (ART Grand Prix) in a race interrupted by three safety car periods. Shwartzman was imperious as he denied Vips a chance to challenge. Piastri took sixth from 10th on the semi-reversed grid.

A late-race pitstop for tyres in the opener assured Richard Verschoor (MP Motorsport) of pole for race two by finishing 10th and he grabbed the lead of the second 21-lapper as Marcus Armstrong (DAMS) fended off Dan Ticktum (Carlin). The former Red Bull Junior driver Ticktum never quite got close enough to attack but was able to maintain a margin over Piastri, who again banked points though failed to take advantage of two safety car periods that brought him close again to the Brit.

The feature race was run from the qualifying order, so Piastri was on pole with medium tyres, as were the rest of the top eight. Ninth qualifier Vips rolled the dice to start on hards but his pace wasn't good enough to be a factor when the pitstops were completed, with Zhou being a dominant race leader from Piastri and Ticktum. The Brit cleared Piastri at Brooklands on lap eight having changed tyres and then set off after Zhou but his tyres seemed to peak after just a handful of laps causing him to ease his pace. Piastri in third struggled for the first couple of laps on his medium tyres but then started to push Ticktum before losing time behind an out-of-position Matteo Nannini as Alessandro's nephew ran a long first stint on hards. Once the road cleared Piastri closed a little on Ticktum while a late change for tyres allowed Carlin Jehan Daruvala to take the fastest lap of the race, finishing 10th.

Results

Race 1 – 21 Laps: 1 Robert Shwartzman (Prema Racing) 42m.34.300s; 2 Juri Vips (Hitech Grand Prix) +0.971s; 3 Christian Lundgaard (ART Grand Prix); 4 Felipe Drugovich (UNI-Virtuosi); 5 Theo Pourchaire (ART Grand Prix); 6 Oscar Piastri (Prema Racing); 7 Liam Lawson (Hitech Grand Prix); 8 Dan Ticktum (Carlin); 9 Marcus Armstrong (DAMS); 10 Richard Verschoor (MP Motorsport). **Fastest Lap:** Piastri 1m42.498s (128.57mph). **Race 2 – 21 laps:** 1 Verschoor 42m38.809s; 2 Armstrong +1.202s; 3 Ticktum; 4 Piastri; 5 Lawson; 6 Vips; 7 Drugovich; 8 David Beckmann (Charouz Racing System); 9 Lirim Zendelli (MP Motorsport); 10 Pourchaire. **Fastest lap:** Piastri 1m42.846s (128.13mph). **Race 3 – 29 laps:** 1 Guanyu Zhou (UNI-Virtuosi) 51m07.552s; 2 Ticktum +3.828s; 3 Piastri; 4 Verschoor; 5 Shwartzman; 6 Drugovich; 7 Vips; 8 Pourchaire; 9 Zendelli; 10 Jehan Daruvala (Carlin). **Fastest lap:** Daruvala 1m42.767s (128.23mph).

W SERIES: BY DAVID ADDISON

Alice Powell took her second win of the 2021 W Series campaign

POWELL POUNCES FOR W SERIES GLORY

The much-hyped W Series offered a preview of Sunday's grand prix in a sense, with the drama for the lead coming late in the race.

Having dominated practice and qualifying, polesitter Alice Powell (Racing X) was beaten away by former Ferrari racer Fabienne Wohlwend (Bunker Racing) and she soon tried to edge away from the more experienced Powell. A safety car period to retrieve Miki Koyama's Sirin Racing entry threw Powell a chance to retake the initiative but Wohlwend made a better restart to maintain the advantage. However, Powell pushed hard in the final third of the race and forced a couple of errors out of the Lichtenstein racer, the most significant coming at Club where Wohlwend ran wide having carried too much speed through Vale and drifting wide enough to give her rival a chance to challenge.

Powell bagged the inside line to snatch the lead with three laps to go. Once ahead, Powell pulled away by just under two seconds as 2019 champion Jamie Chadwick (Veloce Racing) had a quiet run to third, never matching the pace of the top two but always having a margin over the pack behind.

Having grabbed a place at the start, ex-Formula Palmer Audi racer Emma Kimilainen (Ecurie W) hung on to fourth from Nerea Marti (Academy), while a great battle rages for seventh between Sarah Moore (Scuderia W) and rookie Abbi Pulling (PUMA) with Moore hanging on to the flag. Jessica Hawkins copped a 20s time penalty for causing a collision and hence dropped to 16th.

Results

Race - 16 laps: 1 Alice Powell (Racing X) 32m39.244s; 2 Fabienne Wholwend (Bunker Racing) +1.919s; 3 Jamie Chadwick (Veloce Racing); 4 Emma Kimilainen (Ecurie W); 5 Nerea Marti (Academy); 6 Beitske Visser (M Forbes Motorsport); 7 Sarah Moore (Scuderia W); 8 Abbi Pulling (PUMA); 9 Abbie Eaton (Ecurie W); 10 Vicky Piria (Sirin Racing). **Fastest lap:** Powell 1m58.094s (111.59mph).

MASTERS HISTORIC GT: BY DAVID ADDISON

THOMAS AND JORDAN STEAL THE SHOW IN HISTORIC BATTLE

Two outstanding Masters GT races for pre-66 cars produced some tremendous action with the Daytona Cobra Coupes of Julian Thomas and Andrew Jordan the stars.

Thomas was comfortably quicker for the first race but Jordan beat him away from the rolling start as the field rumbled to Abbey with Thomas slotting in behind. Jordan made the car as wide as he could for a lap and a half before Thomas found a way past at Copse and then extended his advantage with Jordan unable to stay with him. Third was James Cottingham (Shelby Cobra) who was no match for the Daytona Coupes but easily outpaced the TVR Griffiths of John Spiers and John Davison.

Race two was a corker as Jordan again got the drop on Thomas but, having found more pace overnight, he stayed ahead for the first seven laps, the pair trading places at Village and Jordan's car control allowing him defend valiantly. Thomas tried everywhere and finally wriggled by exiting Aintree on lap eight. Jordan never gave up and with lots of headlight flashing managed to force a couple of small errors out of Thomas which gave him a chance to attack on the last lap at Stowe. Lunging up the inside he braked as late as he could which was just as Thomas turned into the corner and contact sent Jordan spinning and Thomas wide, with Cottingham nipping by to take a surprise win from Davison and Spiers.

Results

Race 1 – 13 laps: 1 Julian Thomas (Shelby Daytona Cobra) 32m09.735s; 2 Andrew Jordan (AC Cobra Daytona Coupe) +16.046s; 3 James Cottingham (Shelby Cobra); 4 John Davison (TVR Griffith); 5 John Spiers (TVR Griffith); 6 Matthew Wrigley (Jaguar E-type); 7 Jonathan Mitchell (Jaguar E-type); 8 Ben Short (Aston Martin DP214); 9 Chris Lillingston-Price (Jaguar E-type); 10 Roy Alderslade (Shelby Daytona Cobra). **Fastest lap:** Thomas 2m26.456s (89.98mph). **Race 2 – 12 laps:** 1 Cottingham 30m07.731s; 2 Davison +2.585s; 3 Spiers; 4 Thomas; 5 Jordan; 6 Wrigley; 7 Mitchell; 8 Short; 9 Alderslade; 10 Eddie Powell (Lotus Elan). **Fastest lap:** Davison 2m28.847s (8853mph).

Thomas (left) fends off Andrew Jordan's attack in the Corba clash

WHAT'S ON

YOUTUBE

British win for Rubens

Rubens Barrichello, our readers' Q&A guest this week, had many fine days in a Formula 1 car. Yet you'll struggle to find one finer than his British Grand Prix at Silverstone in 2003.

It was a thrilling race where, in an age notorious for 'dirty air' and follow-my-leader fare, it was as if all decided, for one day only, that Formula 1 cars could pass each other after all.

And for Rubinho, it was a day on which nothing was going to keep him from victory. Not a poor start. Nor a rapid Kimi Raikkonen in his McLaren-Mercedes. Nor multiple safety car interruptions, including one caused by a notorious defrocked priest running down the Hangar Straight advising oncoming drivers to read the Bible.

The disruption dropped Barrichello to eighth place, but he continued to be targeted on first like a heat-seeking missile. Eventually he wrested the place from Raikkonen at Bridge having set him up for several corners.

And on F1's official YouTube channel you can watch just under seven minutes of highlights from Barrichello's finest hour. This is at: youtube.com/watch?v=rHa4q5pQU3g or you can search for: '2003 British Grand Prix: Race Highlights | DHL F1 Classics'.

Graham Keilloh

TV GUIDE

This weekend's headline act is Formula E's latest attempt at a London E-Prix, this time at the ExCeL in the Docklands. And if you miss it live, Eurosport 2 has highlights. Saturday's race is shown at 1930hrs-2030hrs while race two's best bits are the same time on Sunday.

BT Sport 2 gives a chance to watch the best of the DTM Lausitzring double-header, at 2230hrs-2330hrs on Tuesday.

You also at various points can check out the recent V8 Supercars double header from Townsville, including tomorrow (Friday) morning on BT Sport 3 at 0800hrs-0900hrs for race one and 0900hrs-1000hrs for race two. While today on BT Sport 2 at noon there is half an hour of highlights of Monza's recent Le Mans Cup endurance action, and this is also repeated a few times

Formula E is in London

in the coming days.

And next week we gear up towards Formula 1's Hungarian Grand Prix the following weekend with Sky Sports F1 showing, in full, classics from the venue. It starts with Michael Schumacher's 1998 tour de force, shown on Monday at 1900hrs-2120hrs. Then on Tuesday at 1900hrs-2115hrs there's Fernando Alonso's maiden F1 win from 2003.

Graham Keilloh

LIVE TV

FORMULA E LONDON
Race 1: Saturday, 1400hrs-1630hrs, Channel 4
Race 2: Sunday, 1330hrs-1530hrs, Channel 4

DTM LAUSITZRING
Qualifying 1: Saturday, 0930hrs-1000hrs, BT Sport 2
Race 1: Saturday, 1215hrs-1400hrs, BT Sport 2
Qualifying 2: Sunday, 0900hrs-0945hrs, BT Sport 1
Race 2: Sunday, 1215hrs-1400hrs, BT Sport 1

DTM TROPHY LAUSITZRING
Race 1: Saturday, 1400hrs-1500hrs, BT Sport 2
Race 2: Sunday, 1400hrs-1500hrs, BT Sport 1

WORLD RALLYCROSS CHAMPIONSHIP CATALUNYA
Race: Saturday, 1800hrs-1900hrs, BT Sport 1

DTM: action

LISTINGS

SATURDAY

■ **Oulton Park, Cheshire**
MSVR meeting: Monoposto, F3 Cup, Clubmans, Focus Cup, MINI Challenge **Starts** racing from 1105hrs (qualifying from 0830hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Kirkistown, N Ireland**
500MRCI meeting: Road Sports, Ford Fiesta, FF1600, Saloon/GT, Mazda MX5 **Starts** racing from 1300hrs (qualifying from 0900hrs) Public **admission to be confirmed**

SATURDAY-SUNDAY

■ **Snetterton, Norfolk**
BRSCC meeting: Fiesta Junior, City Car, Fiesta, ST-XR Challenge, BMW Compact, Track Attack, ClubSport Trophy, AMOC Jack Fairman/Innes Ireland Cup, AMOC GT/GT4/Intermarque **Starts** Saturday, racing from 1200hrs (qualifying from 0900hrs) Sunday, racing from 1050hrs (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Knockhill, Fife**
KMSC meeting: Legends, Mod Sports, Sprint event **Starts** Saturday, racing from 1045hrs (qualifying from 0830hrs) Sunday, racing from 1045hrs (qualifying from 0830hrs) **Admission** adult £15, under 13 free **Web** knockhill.com **Contact** 01383 723337

SUNDAY

■ **Cadwell Park, Lincs**
DDMC meeting: Northern Sports/Saloons, Modified Fords, 500cc F3, Super Saloons, Tin Tops, Intermarque Silhouette, Classic Challenge, Modern Challenge, Production Saloons, Karts **Starts** racing from 1125hrs (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

Classic Hillman Imp tackling Knockhill, by Alex Ireland

Formation Alfas, by David Harbey

A Vixen in the wet. By Richard Salisbury

Glorious TVR at Brands, from Gary Hill

Rich Crantson enjoyed CityCar Cup fun

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Porsche legend and Le Mans ace answers your posers

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EDITORIAL
Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keilloh
Tel: 07973 829291
Email: Graham.Keilloh@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Digital Content Producer: Helena Hicks
Helena.Hicks@kelsey.co.uk

Contributors
Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING
Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

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Tel: 01732 445755
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Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

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Lineage:
25 words = £25 (£30 inc vat)
25 words + Picture = £35 (£42 inc vat)
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£10 per extra column cm (£12 inc vat)
Private seller Offer
25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 01732 445325 or email info@talkmediasales.co.uk**
Deadline: Wednesday at 3pm (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Kelsey Media

Address for advertising

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Important
The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.
Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.
Six weeks notice prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.

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[H610mm x W610mm x L1525mm]

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PROJECT
CMB-FT0150
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FUEL TANK ALUMINIUM 14 GALLON
[H300mm x W300mm x L700mm]

£199.99
PROJECT
CMB-FT014
CUSTOM
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1 X FAR SIDE FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 10 GALLON
[H250mm x W300mm x L600mm]

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PROJECT
CMB-FT010
CUSTOM
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[H150mm x W250 x L490mm]

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FUEL TANK ALUMINIUM 17 GALLON
[H250mm x W300mm x L900mm]

£199.99
PROJECT
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COMPLETE WITH BUILT-IN LEVEL SENSOR [BAFFLED]

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[H300mm x W300mm x L900mm]

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motor FREE ADS

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CURRENT LISTINGS

ASTON MARTIN DB7

1997, 52000 miles. Auction 28/29th July. DB7 3.2 Auto, Coupe, Yellow (Cat D), Petrol, Auto, 3239cc. Four previous keepers, current since 2016. Comprehensive history file, predominantly by Chiltern Aston Martin. Subject to an insurance claim in 2006, rendering a category D. MOT until 21 October 2021. More photos on our website and will have fresh photos taken when arrived. Please call 01233506266, South East. (T)
108753

BMW ALPINA

2005, £24,995. A very rare and powerful Alpina B5 with just 3 owners. In fantastic condition throughout, with no dents or scratches just very minor stone chips to the leading edge of the bonnet, the alloys are almost perfect and recently refurbished, the interior is beautiful with no rips, tears or marks. There is no rust anywhere on the car and the headlamps are clear. Please call 07711645465, South East. (T)
109008

JAGUAR XK

2012, £19,995. High spec and beautifully presented 5.0 Portfolio. Drives as well as it looks. White with black interior. 16 way electric memory heated and cooled seats, heated steering wheel, heated screen, Bowers and Wilkins sound system with DAB radio, and much more. MoT till July 2021. Please call 01424 234555, South East. (T)
108557

JAGUAR XK8

99410 miles, Guide price: from £6,250 to £8,250. XK8 Coupe Auto Sports, Blue, Petrol, 4000cc. Current owner since 2003, 2 previous keepers. PDI + 17 Service stamps up to 99,205 miles in 2019. Extensive invoices and bills predominantly Jaguar specialist. Used car invoice from Arun Jaguar in 2003. Auction 28/29th July. MOT valid until 2 November 2021. Please call 01233506266, South East. (T)
108776

JAGUAR XKR

88510 miles, £12,500. Coupe Lux 4.3 super charged V8. Finished in midnight with warm charcoal trim. Stunning example from a private Jaguar collection. Very high specification including keyless entry. Two sets of keys, SatNav, premium sound system, adaptive lighting, and more. MoT 4th March 2022. Please call 07815 040038, South West.
108508

LOTUS ELISE

1998, 52739 miles, £17,500. Elise S1. Metallic Norfolk mustard yellow with blue leather interior. Excellent service history with 13 service stamps, including head gasket in 2010 and serviced by us in April 2021. Please call 01234750205, East of England. (T)
108716

MG MGB

1972, 34816 miles, £5,995. This has a refurbished engine, stainless steel exhaust, new petrol tank, new radiator, roll cage, new wheels and tyres never driven on, Perspex windows, hood frame, comes with 3 hard tops as I need the space, Sebring front and back valence, and more. Please call 07956 500060, Greater London.
108778

PORSCHE 718

2019, 3000 miles, £93,995. Black, M003 Clubsport, 918 carbon bucket seats, Extended leather, PCCB's, Park assist with reversing camera, Steering wheel in Alcantara with 12 o'clock marker in yellow, Bose sound system, Carbon interior package, and more. Please call 01296 663824, East of England. (T)
108541

PORSCHE 718

2020, 400 miles, £92,995. Python Green, Black leather and alcantara Sports seats, Heated seats, Extended leather, Alcantara steering wheel and gear-lever, Dual zone climate control, Park assist rear, PCM with Apple car play, DAB radio, Sound package, Brushed aluminium interior trims, Decorative stitching in contrast colour, Steering with 12 o'clock marker in red, and more. Please call 01296 663824, East of England. (T)
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PORSCHE 911

1982, £43,996. 911 Targa (930). Full professional restoration over five years. Original factory colour, full nut and bolt engine rebuild. Less then 3k miles covered over last 11 years. Right hand drive, manual. Lots of paperwork and invoices. More pictures available on request. Please call 07721 539904, South West.
108822

PORSCHE 968

1994, £22,995. 968 Sport 'Club Sport Lux'. Manual, speed yellow exterior, two door. 1 of only 306 models made. This one has had only 6 previous owners covering just over 119k miles. 6 Speed gearbox, lift out sunroof, 17" Cup wheels, electric mirrors, Cd player, Original Porsche spare wheel and pump. Comes with a very good service history with 35 stamps in the service book. Please call 01636812700, East Midlands.
108734

PORSCHE 997.1

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THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Russell Bedford
Account Director
T: +44 (0) 1732 445 328
E: Russell@talkmediasales.co.uk

Natalie Harman
Account Manager
T: +44 (0) 1732 446 757
E: Natalie.harman@talkmediasales.co.uk

Matt Ryan
Advert Production Manager
T: +44 (0) 1732 446 755
E: Production@talkmediasales.co.uk

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